Canada. Coasting Trade, Royal Commission on
[Hearings]
[Index to v. 1-17.]

Canada
Royal commission on Coasting Trade
Hearings
INDEX 1 - 17
1955 - 56

AERONAUTICS ACT:

Copy of Aeronautics Act. Air regulations Nov.23, 1954. Part II Division I, Para.204 1(a) 2(a) (b) (c) Ex.#110 T.3827
Chairman and two-thirds of Directors of a Corporation registering an aircraft must be Canadian citizens. T.3827

AGENCE MARITIME DE QUEBEC. T.2996

AGREED CHARGES:

Bill 449 before Canadian Parliament embodies recommendation of Turgeon Commission to give railways more freedom in making agreed charges to meet unregulated competition. T.31
See Report of Royal Commission on Agreed Charges 1955. (W.F.A. Turgeon), speeches by Hon. George C. Marler, Minister of Transport on June 22, 1955, Debates - pp.5161-63 and July 11, 1955, pp.5942-46, together with the whole debate. C.P.R. considers agreed charges mainly to meet truck competition as water carriers also free to participate. T.47-48
Effect on water competition. T.47-50
Criticized as weapon to drive water carriers out of business. T.290
Nfld.-Great Lakes Steamships Ltd., once shipped potatoes from P.E.I. to Toronto but later railways made an agreement with P.E.I. Potato Growers' Association and reduced charges on agreed charge basis. Consequently, no potatoes are shipped from P.E.I. to Ontario by water. T.923-24,1147
Competitive water rates lead to agreed charges for inland points. T.1353
Agreed charges between P.E.I.-Montreal and Toronto benefit shippers of P.E.I. T.1358
Because of agreed charges with C.N.R., P.E.I. is not permitted to ship potatoes by steamship to Montreal and Toronto. T.1366-67
In case of P.E.I. construction of seaway may result in further extending agreed charges. T.1372
With completion of seaway and exclusion of British ships, agreed charges on P.E.I. potatoes would be either increased or abolished. T.1391

AGREED CHARGES: (cont'd)

Canadian Freight Association agreed charges on potatoes from P.E.I. as of March 1,1954. Ex.#39 T.1396
Railways accepted agreed charges on potatoes from P.E.I. to meet increasing water competition. T.1401-02 4145-50
Extract from Royal Commission Report on Agreed Charges, February 21,1955, p.19 T.4178-81
Contract between P.E.I. Potato Marketing Board and Algoma Central and Hudson Bay Railway Co., C.N.R., C.P.R., Essex Terminal Railway Co., Wabash Railroad Co. Ex.#39

AGRICULTURE:

In Newfoundland. B.56, pp.17-18
Possible advantages to grain growers and cattle ranchers if exchange ports established at Mortier Bay and Bay d'Espoir, Nfld. B.4,p.3
Advantage of seaway to wheat growers. B.44, p.3
Prospective benefits from seaway for Western agriculture. B.45, p.1 B.80, p.8; B.77, pp.2-3
Expected savings on transport of grain. B.112, p.5; B.82, p.16
Change in grain shipments from B.C. on completion of seaway. B.36, p.10
Exports of grain from port of Three Rivers. B.110, p.3
Feed grain freight assistance policy. B.100, p.13
Farm cash income in Saskatchewan. B.90, p.1
Comparison of lake and ocean freight rates on wheat. B.80, Ex.#12
Maximum rates on grain. B.87,pp.2,3,5
Increasing freight rates and their effects on income of farmers in central provinces. B.112, p.1-2
Crow's Nest Pass Agreement, 1897. B.112, p.2
Alleged monopoly of Great Lakes water carriers. B.112,pp.2-4
Shipments of grain from lakehead B.90, pp.2,3 B.80, Ex.#9, B.111,p.1
Traffic in agriculture products on Great Lakes. B.80, pp.18-20
Importance and effects of stable rates on Great Lakes. B.80, pp.22-23
Possible fluctuation of grain freight rates if British ships participate in coastal shipping after seaway completed. B.80, pp.17-18

AGRICULTURE: (cont'd)

Western agriculture and Hudson Bay Route. B.58, pp.1-3

Peak seasons in grain traffic on Great Lakes and availability of ships. T.430-1

Grain rates from Fort William down river will decrease when seaway completed and large ships used. T.435-36

Grain is sometimes carried to Port Colborne, trans-shipped to smaller canallers, then on to Montreal. T.448-49

Elimination of trans-shipment on completion of seaway will reduce rates on grain. T.475

N.M. Paterson & Sons Ltd., considers construction of grain elevators at Montreal of 5-10 m. tons capacity on completion of seaway. T.477

Grain freight rates fixed by Board of Grain Commissioners or Wheat Board. T.481

Direct transport of grain from Port Arthur and Fort William to Europe. T.1620

Potential saving on transportation of grain would be passed to foreign buyers. T.1631

Foreign ships not anxious to carry grain cargoes. T.1688

Ocean rates on grain in 1953 compared with average rates during years 1935-38 went up by 96% and lake rates 245%, while wholesale prices moved up 100 to 130%. T.1798

"Grain shed" now in Saskatchewan, but with seaway it would move further west. T.2511

Grain from Alberta and Saskatchewan may move by Great Lakes or Pacific Coast ports depending on differential rates, which vary according to availability of ships in Vancouver and changes in ocean freight rates. T.2512

Canadian Wheat Board creates differences in selling price of wheat as between Fort William and Vancouver in order to equalize flow of wheat through these two ports. T.2513-14

Transport Controller is responsible for assembly of grain fleet. T.2520

Farm machinery is free of duty except motor vehicles and trucks. T.2583

Domestic price of wheat in post war years never exceeded export price. T.2584

Canadian Wheat Board handles all wheat transactions for both export and domestic markets. T.2586

AGRICULTURE: (cont'd)

U.S. Department of Agriculture estimated that savings resulting from movement of grain on seaway would be from 5 to 7 cents per bushel. T.2590

Internaional Wheat Agreement, which terminates in 1956, provides for maximum and minimum price. Present fixed price is $1.76 per bushel. T.2592

Transportation costs of grain moving east from Lakehead paid by buyer. T.2590

79.5% of wheat, delivered by Prairie farmers, exported annually during last 10 years. T.2606

Upper Lakers had tacit understanding in 1922 as to rates charged for grain shipments. T.2614

Price control lifted by Wartime Prices and Trade Board in 1948. T.2584

Value of wheat exported in 1952 was $621 m. T.2620

Majority of Great Lakes vessels are sometimes engaged in ore traffic, leaving no ships available for moving grain. T.2636

Ton-mile rate for carrying grain from Lakehead to Georgian Bay ports is .178 cents, as compared with .211 cents from St. Lawrence ports to U.K. T.2660

Transportation of wheat by Hudson Bay route provides saving of 16 cents per bushel. T.2721

Differential between price of wheat per bushel at Lakehead and c.i.f. Montreal is 18 7/8 cents. T.2743

Description of procedure involved in export of wheat and other grain through Wheat Board from Prairie Provinces to U.K. T.2742-54

There is no combine on Great Lakes as to grain freight rates. T.2757

Description of operation of vessel agent and broker in arranging transportation of grain from Prairies. T.2754-66

Present rate on wheat from Lakehead to Montreal is 13½ cents, barley-12¾ cents, oats - 11½ cents -these may vary according to demand for shipping services. T.2759

Total costs of handling grain, including trans-shipment, amounts to 1¼ cents per bu. which cost is borne by unloading ships. T.2764

Unloading costs fixed by Government tariff. T.2765

Lake freight rates on Canadian wheat 1935-54. Ex.#7, pp.18-21

Comparison of current freight rates per ton mile on wheat on Great Lakes and ocean. Ex.#7, pp.22-23

Movement of grain from Lakehead as between U.S. and Canadian ships. 1945-54, Ex.#7, pp.22-23

AGRICULTURE: (cont'd)
Storage of grain on U.S. and Canadian Lake ships, 1945-54. Ex.#7, pp.26-27
Legislation concerning control of grain-carrying ships. Ex.#12, p.7
Agriculture considered as basis of Canadian economy. Ex.#64, p.6
Federal subsidies and price supports to agriculture up to March 1954. Ex.#64, pp.9-10
Agriculture price support from 1946 to March 31, 1955 cost taxpayers over $80 m. T.4605
Marginal agricultural producers handicapped by increased freight rates if U.K. competition excluded. T.4665
Restriction of coastal trade to Canadian-built and registered ships restricts U.K. shipbuilders and shipowners from earning dollars, and affects exports of Canadian agricultural and fish products. T.4667-68
Agricultural products make up 1/3 of total Canadian exports to U.K. T.4668
Western farmers interested in availability of ships and low cost transportation. T.5602
Grain freight rates on completion of seaway will be largely determined by tolls and prospects of obtaining return cargoes up the Great Lakes. T.5681
High cost and shortage of ocean shipping as a factor in Canada's record grain carry-over. T.5699
Lake grain rates in 1955 have not risen whereas ocean rates have increased. T.5875

AIR-TRANSPORT:
Air Transport Board requires 60% of capital stock of Company registering aircraft to be owned by Canadian nationals. T.3827
U.K. commercial airlines operating through Canada are not allowed to pick up and drop traffic between Canadian points. T.3828

ALASKA:
British Yukon Ocean Services plan shipping service between Vancouver, Yukon Territories and Northern B.C. B.99. p.1
Jones Act prevents Canadian companies from transporting Canadian merchandise from ports of Taku and Haines, in Alaska, to another American port. T.2481 -82

ALASKA: (cont'd)
Citizens of Alaska favour freedom of water transportation between points in Washington State, British Columbia and Alaska. Ex.#231. T.5253

ALBERTA:
Farmers purchase 65% of merchandise sold in Alberta. Ex.#64, p.4
Low transportation costs important to farmers. Ex.#64,p.5

ALBERTA FEDERATION OF AGRICULTURE, EDMONTON B.119
Brief - Ex.#64, T.2506
Composed of 54 agricultural producer organizations and represents 60,000 farmers. Ex.#64, p.1
Opposes exclusion of U.K. from coastal trade since British are principal buyers of Canadian farm products. Ex.#64, pp.2-3
Favours subsidies to shipping companies, if unable to withstand U.K. and foreign competition. Ex.#64, p.5

ALBERTA, GOVERNMENT OF EDMONTON B.2, B.126
Definition of "navigable waters" B.2, p.1
No reason to depart from Statute of 1870 which restricted movement of goods and passengers by water, from one part of Canada to another, to British ships. T.4750
British Commonwealth Merchant Shipping Agreement - 1931 virtually continues in force the Statute of 1870. T.4751
Consider coastal trade restricted because foreign ships, other than British, are excluded. T.4751
Parliament could repeal Section 671 of Canada Shipping Act, subject to approval of signatories, and this was considered in 1934. T.4752-55
British Commonwealth Merchant Shipping Agreement, Article 25, provides for variation of agreement and for cancellation on one year's notice. T.4753-55, 4780
Board of Transport Commissioners first authorized to regulate package freight on Great Lakes in 1938. T.4756
At present there is some control of package freight rates but no control on chartered traffic. T.4757
If coastal trade restricted to Canadian-manned and Canadian-built ships competition would disappear and freight rates would increase. T.4757-59
Alberta particularly sensitive to high freight rates. T.4759,4765-67 Ex.#162,B-pp.5-6

ALBERTA, GOVERNMENT OF (cont'd)
Oppose amendment of Section 671 of Canada Shipping Act in order to restrict coasting trade to ships built and manned in Canada. Ex.#162, B-pp.2-3, T.4774
After spending millions on seaway it would be incongruous to reduce its benefits to Western Canada by protective measures. T.4767,4772
If shipbuilding industry needs help it should not be provided by increased water rates.T.4772-73
Alberta ships grain mainly via Vancouver, but interested in Great Lakes coastal trade because of package freight. T.4777
Feel ships will always be available at Lakehead to move grain. T.4777
British Commonwealth Shipping Agreement Articles 25 and 12. T.4780-81
Quotations from Report of Imperial Conference 1929-30. T.4781-84
Although most Alberta grain goes to Pacific, settlements made on Fort William basis. T.4785
Wrong to decide on coasting trade restrictions before seaway completed. T. 4787
Not practical to restrict Canadian coastal trade on completion of seaway while international trade free. T.4789

ALGOMA CENTRAL STEAMSHIP LINES:
Provides excellent service to Algoma Steel Corporation Limited. T. 4435
Carries Algoma sinter and coal for Algoma Steel Corporation Ltd. T.4423

ALGOMA STEEL CORPORATION, LTD.:
SAULT STE.MARIE,ONT. B-106
Description of activities. B.106-p.1
Tonnage handled at docks and importance of water transport. B.106, pp.2-4
Interest in inland shipping industry. B.106, pp.5-6
Interest in shipbuilding. B.106, pp.7-8
Summary of arguments. B.106, p.9
Expects to ship, or control the shipping of, over 5½ m. tons in 1955. T.4415
Basic steel industry depends on cheap transportation to greater extent than any other manufacturing business. T.4415
Majority of shareholders are residents of Canada. T.4415-16

ALGOMA STEEL CORPORATION, LTD.:(cont'd)
One of the largest privately owned ship materials receiving companies on Canadian side of Great Lakes. T.4415
Value of direct iron and steel sales to shipbuilding industry. Ex.#169 T.4416-17
Three photographs of works at Sault Ste.Marie, and raw materials storage piles. Ex.#169 T.4416-17
Employs 7,000 out of a total working population of approximately 11,500 in Sault Ste.Marie. T.4416
Iron, coal and limestone constitute about 90% of incoming shipments. T.4417-18
Obtains iron ore mainly from Mesabi Range in Upper Michigan, and from Steep Rock. T.4418
Ships in about 1,560,000 tons of lake ore. T.4418
Coal comes mainly from company mines in West Virginia and amounted to 1,600,00 tons in 1955. T.4418-19
Ships limestone from Upper Michigan Peninsula on self-unloading vessels. T.4419
Canadian Furnace Company, Port Colborne,is a wholly-owned subsidiary. T.4420
Expects to ship approximately 160,000 tons of steel, 250,000 tons pig iron, and over 6 m. gallons of coal chemicals by lake vessels in 1955. T.4421-22
Ship steel to Sarnia, Windsor, Port Colborne, Welland and Toronto; pig iron to Saginaw, U.S.A.; chemicals to Canadian ports. T.4422,4432
Has interest in several steamship lines, predominantly Canada Steamship Lines. T.4422-23, 4434-35
Policy has been to support Canadian vessels, particularly Canada Steamship Lines and Algoma Central Steamship Lines. T.4423
Close co-operation of Canadian shipping industry in supplying important transport service to Algoma will be undermined by U.K. competition on completion of seaway. T.4424-25
Company's transport service, because of its close tie-in with grain industry, will be affected by U.K. competition. Grain is shipped either very early or very late while iron ore because of its potential freeze canhot be shipped at these times. T.4425
Requires regular carefully planned transportation services. T.4426-28
Recommends that Canadian shipping and shipbuilding interests be given a measure of protection. T.4430

ALGOMA STEEL CORPORATION LTD.: (cont'd)
At one time relied on American vessels because not sufficient Canadian ships to meet company's requirements. T.4430
Interest in lake shipping is mainly in international trade, only two items in coastal shipping-160,000 tons of steel and 6 million gallons of chemicals. T.4421,4432
Feels protection of Canadian coastal trade would prevent weakening of Canadian shipping industry, which might decrease efficiency of Algoma's transport services. T.4433
Interested in strong Canadian shipping industry. T.4434
Has a director on Board of Canada Steamship Lines. T.4434
Considers that Canada Steamship Lines and Algoma Central Steamship Lines have given excellent service. T.4435

ALPORT, MR. FREDERIC,
MIDLAND, ONT.: B.137
Concerned with national defence and relation to Great Lakes shipping. T.4435-39
Harbours are key points in economy and if situated on coasts are extremely vulnerable to attack. T.4436
In event of attack coastal shipbuilding and ship repair facilities, and harbours would be destroyed, and Canada would be dependent on Great Lakes facilities which could only be attacked by air. T.4437
Shipbuilding and repair facilities in Great Lakes are essential to national defence and must be maintained. T.4441,4438
Lake shipping, shipbuilding and repair facilities must be protected from low cost foreign competition in order to survive. T.4438
Consulting and professional engineer. T.4439
Estimates cost of building a marine railway to take a 200 ton coastal schooner at about $100,000. T.4440-41
Canadian shipping deserves protection the same as other industries. T.4443-44
Canada should have her own shipping fleet in case of emergencies. T.4443-44

ALUMINUM:
Intercoastal traffic from Eastern Canada to Kitimat, B.C. B.22, p.1
Restrictions on coastal trade would raise costs of transportation B.41, p.1
Need of Commonwealth countries to earn dollars to buy aluminum from Canada. B.41, p.1
See Aluminum Company of Canada, Ltd.

ALUMINUM COMPANY OF CANADA, LTD.:
MONTREAL B-41
Location of plants and water terminal facilities. B.41, p.1
Parent Company of Saguenay Terminals Ltd. B.62, p.3
Subsidiary of Aluminum Limited, Montreal. T.3283
Location and operation of industry. T.3284-90
Indirectly owns and operates ships through its subsidiary Saguenay Terminals Limited, but uses other carriers if rates cheaper. T.3291,3306,3528
Fluorspar is main raw material transported by coasting trade (Newfoundland to Port Alfred) T.3292,3328
40,000 tons material moved from Eastern plants to Kitimat via inter-coastal trade during 1952-53. T.3298
Kitimat has full deep sea port 80 miles from Pacific. T.3300
80% of metal sales are international (40% to U.S.A. and 40% to U.K.) T.3305
Plants so situated they can ship by rail if coastal shipping not available. T.3316
Moves petroleum coke from Edmonton and Moose Jaw to Arvida and Shawinigan by rail. T.3329
Clarke Steamship Co. Ltd. carried 20,000 tons of fluorspar for company from Newfoundland in 1955. T.3528
Corrections in transcript. Ex.#232, T.5253
Statement showing operating materials moved from Port Alfred to Kitimat via coasting trade during period 1953 to 1955. Ex.#232, T.5253
Cost of moving one ton of alumina from Arvida to Kitimat via rail and water during 1955 Ex.#232, T.5253

ALUMINUM COMPANY OF CANADA,LTD.: (cont'd)
Delivered price for aluminum ingot in Canada - 21 cents, U.S.A. 22.50 cents, U.K.- 21 cents.
Ex.#232, T.5253
List of tariffs affecting aluminum products.
Ex.#232, T.5253
Cost per ton mile of shipping aluminum ingot from Arvida to international destinations between April and December 1955 was .33¢. Ex.#232. T.5253
International markets include Australia, Belgium, Holland, Switzerland, Germany, United Kingdom, Italy and Mexico.
Ex.#232, T.5253
Cost per ton mile of shipping aluminum ingot from Port Alfred: to Kingston, Ontario - .43 cents, to Chicago - .24 cents.
Ex.#232,5253

AMERICAN BUREAU OF SHIPPING:
Correspondence with Mr. R. Lowery and Davie Shipbuilding Ltd. concerning composite ships.
T.2918-23

ANGERS, JUDGE:
Cashin vs. The King (4-D.L.R. 1935) T.2976

ANGLO-CANADIAN PULP & PAPER MILLS LTD. T.2987

ANGLO-NEWFOUNDLAND DEVELOPMENT CO.; GRAND FALLS, NFLD.:
Pulp and paper production.B.56, p.35

ANTICOSTI SHIPPING COMPANY MONTREAL, P.Q.: B-19
Services rendered. B.19, pp.1-2
Pool of Canadian ships too small to exclude any competitive service - demand greater than supply. T.3146
Canadian provincial company wholly-owned by Consolidated Paper Corporation Limited.
T.3147
Operations include servicing Anticosti Island, and moving pulpwood to various mills of Consolidated Paper Corporation. T.3148
Carries 45,000 tons cargo per year for servicing island and 2,000 passengers. T.3149
75% of water service traffic to Anticosti is between April and November and remainder by air.
T.3149

ANTICOSTI SHIPPING COMPANY: (cont'd)
Presently using Canadian ships because of difficulty in obtaining ships of proper draught (Escoumains - 16 ft; Anticosti - 15 ft; Portneuf - 10'6") T.3151
Purchased and converted 4 American L.S.M. self-propelled ships to navigate at Portneuf. T.3152
Favours opening Canadian coastal trade to ships of all nations to gain lower rates. T.3158
High construction costs and short shipping season at Anticosti (4 to 4½ months) make it economically impossible for Company to build new ships. T.3153-54,3180

ARGENTINA:
Aid to shipping and shipbuilding industries. B.101, p.56
Questionable whether Canada suffers locational disadvantage because grain centres further from ports than in Australia and Argentina.
T.5229-31
Recent grain shipments from Australia to U.K. cost 175 s per ton; from Argentina 135 s, and from Fort William 126 s. T.5231

ASSOCIATED STEAMSHIP CONFERENCE LINES, NEWFOUNDLAND:
Rates charged. B.56. p.32
Until recently published joint tariff with Clarke Steamships Ltd. and Furness, Withy & Co. applying from Halifax and Montreal to St. John's, Nfld. T.585
Former members of "Conference Lines" now publish their tariffs separately. T.627
"Conference Lines" ensure stabilization of rates but hard to judge whether conference resulted in higher or lower freight rates.
T.629, 631
British registered ships charge same class rates as "Conference Lines". T.735
Technically there has never been a "conference line" between Newfoundland and Canadian mainland. The phrase "conference lines" imolied an understanding between a group of shipping companies to maintain common freight charges, but with proper notice any member company was free to change its rates.
T.868
Although "conference lines" do not issue common tariffs, the freight rates charged by Furness, Withy & Co. for traffic between Halifax and St. John's are the same as those charged by Newfoundland-Canada line. T.883

ASSOCIATED STEAMSHIP CONFERENCE LINES, NEWFOUNDLAND: (cont'd)
"Conference lines" (not including Newfoundland-Great Lakes Steamship Ltd., and Constantine Lines Ltd.) described as a freight rate combine. Follow the same pattern as rail rates. T.546

ATLANTIC GYPSUM, LIMITED, HUMBERMOUTH, NEWFOUNDLAND:
Exports. B.56, p.38
Total production 65,000 tons of which 10% absorbed by Nfld. T.672
90% of products exported to the mainland of Canada. T.672-3
Imports of raw materials reach 6,000 tons a year. T.673
British and Canadian ships employed. T.674
Cost of using Canadian ships is 25% to 30% more than that of British ships. T.675
Competes in Canadian markets with Can. Gypsum, as subsidiary of U.S. Gypsum Company, and Gypsum Lime & Alabastine. T.677
Cost of transportation of gypsum to Montreal amounts to 40% of the delivered price, and that of wall board 30%. T.678
Any increase in cost of transportation would be detrimental if not fatal. T.679
Company absorbs about 5% of damage to imported raw materials. T.680
Employs 160 workers. T.681
Cost of delivery to Montreal $6.00 to $6.50 a ton by Patrick Sweeney (a Canadian ship chartered by the season) and about $4.50 per ton by ships of Nfld.-Great Lakes Steamships Ltd. T.689-90
Lower costs of transportation might enable Company to export gypsum rock to Montreal. T.693-94
British ships can give better rates because their expenses are lower than Canadian. T.696

ATLANTIC HARDBOARDS, LTD., DONOVAN'S, NFLD.:
Manufacturers of wood products. B.56, p.39

ATLANTIC PROVINCES SHIPPERS' CONFERENCE:
Resolution of June, 1955, condemning restriction of coasting trade to Canadian flag vessels. B.100, p.1

ATLAS STEELS LIMITED, WELLAND, ONT.: B-33
Suppliers to shipbuilding and marine parts manufacturers. B.33, p.1

ATLAS STEELS LIMITED: (cont'd)
Canadian company employing about 2,000 people. T.4652
Head Office and plant in Welland and branch warehouses in Toronto and five other centres across Canada. T.4652
Description of goods produced. T.4652
95% of shares owned by Canadians and remainder by Americans. T.4653
About 2 to 3% of value of output in 1954 went to shipbuilding industry. T.4653-54
Specialty steel makers melt scrap in electric furnaces and consequently use little ore. T.4656-63
Seldom use coastal shipping, T.4656
Favour protection for shipbuilding industry. T.4656-57
Exports to U.S.A. comprise 1/3 of total business. T.4656
Shipyards should be maintained in case of emergencies. T.4658
Cheaper rates and use of British vessels would not benefit company more than restriction of coastal trade. T.4660
Carry steel, made to Lloyd's specifications, which can be shipped on short notice for repair work. T.4660
Large percentage of steel supplied to shipbuilding industry probably used for repairs. T.4601
More interested in steady, reliable service than in cheap freight rates. T.4662

AUSTRALIA:
Restrictions on coasting trade. B.15, p.1
Australian Shipping Act of 1949. B.36, p.5
Ship Bounty Act, 1939. B.36, p.7
Navigation Act 1912-53 (Commonwealth Acts. 1901-1953, vol.2 pp. 1617-1620). B.34, Appendix, pp.6-9
B.92, p.5 Ex.#11
T.380-81
Protective policy for shipping and shipbuilding. B.101, pp.56-57
T.L.C. asks Commission not to recommend Australian methods of protecting shipping, especially provision that Commonwealth vessels operating in coastal trade must provide Australian wages and working conditions. T.185
Australian constitution (Section 92) prevents barriers from being placed on inter-state trade, but coastal shipping protected by other measures (license system). T.350
Australian constitutional problems. T.382-83
Act concerning equalization of wages passed but not proclaimed; British ships however pay same rate as Australian operators. T.1176-77.
Statute governing equality of wages in coastal trade never proclaimed. T.1825

AUSTRALIA: (cont'd)

Letter concerning Australian legislation governing coastal trade, Ex.#12,pp.9-14

Map of Australia (shipyards and ship repair facilities) Ex.#46

Law requiring foreign ships in Australian coastal waters to pay Australian wages is 100% effective. T.3589

Provisions of statute governing coastal trade are in force. Ex.#89.T.3693

Australian wage equalization requirements. T.3930-32

No vessel exceeding 200 tons may engage in coasting trade unless licensed. T.5157

Licenses may be granted to any Australian-built ships under 24 years old. T.5157

If tonnage is short, unlicensed British ships are granted permits which do not require compliance with Australian wage rates. T.5158,5165

Liner companies trading regularly to Australia apparently do not obtain permits. T.5158,5165

U.K. tramps engaging in occasional coastal trade have not observed Australian wage rates, but pay bonus agreed upon by shipowners and U.K. unions. T.5158

U.K. Chamber of Shipping opposes Australian law requiring foreign ships to comply with Australian wage rates. T.5158-59

Information on Australian shipping laws. (Ex.#11, 12, 89) T.5173

Recent shipments of grain from Australia to U.K. cost 175s. per ton; from Argentina 135s and from Fort William 126s. T.5231.

B

BATHURST MINING CORPORATION LIMITED, TORONTO, ONT: : B.40
Operates in New Brunswick and Newfoundland. B.40

BAXTER, CAPT. H.R.:
Operating Manager of Canada Steamship Lines. Evidence. T.425-461

BELGIUM:
Maritime protective policy. B.101, p.57, T.1164-65

BLACK BALL FERRY LINE, VANCOUVER
Operates between Vancouver and Nanaimo, and is Canadian corporation with American capital. T.2499-2500

BLUE PETER STEAMSHIPS, LTD., ST. JOHN'S, NFLD:
Services between St. John's-Boston-Halifax. B.56, p.27
Charters a ship to Government of P.E.I. for service between St. John's and Charlottetown. T.1363

BOARD OF GRAIN COMMISSIONERS FOR CANADA:
Shipments of grain from Fort William and Port Arthur, 1953-54, (as recorded in 1954 Report). B.112,p.1

BORDEN, SIR R.L.:
Statement made in 1912. B.82, pp.31-32

BOWATER'S NEWFOUNDLAND PULP AND PAPER MILLS, LTD., CORNERBROOK,NFLD.:
Activities. B.17, p.1; B.56,p.35.
Manufacturers of newsprint and pulp, 8% of newsprint for U.S., 10% for U.K. and 10% for other Commonwealth countries. Pulp manufactured only for U.K. market. Total newsprint shipments 300,000 tons and pulp over 50,000 tons per year. T.698
Imported raw materials carried mainly by British ships but occasionally by Canadian vessels. T.698-99
75% of newsprint exported to U.S.A. moved in Canadian vessels, 15% in Scandinavian and 10% in British vessels. T.701
Pulpwood exported to England and shipped in Scandinavian ships. T.702

BOWATER'S NEWFOUNDLAND PULP AND PAPER MILLS, LTD. (cont'd)
Data on Cornerbrook shipments, 1951-54. Ex.#20. T.697
Exports valued at about $45m. a year. T.703
Employ 5,000 men and pay $17m. in wages per year. T.704
Total freight expenditures over 10% of total value of exports. T.704
Restriction of coastal trade to Canadian vessels would impair flexibility and lead to higher freight rates. T.704
When seaway completed, Company contemplates operating its own fleet (30 to 50% of total tonnage). T.705
Restriction of trans-boundary trade to Canadian and U.S. vessels would have detrimental effects. T.706
Company hopes, with completion of seaway, to carry its products to Great Lakes region by Bowater Steamship Company Limited. T.707
65% of exports to U.S. directed to Atlantic ports. T.711
Have ship under construction and contemplate registration in U.K. T.713
If British ships excluded from coastal trade, there would be no competition and rates would rise. T.715
Company ownership of shipping is advantage in negotiation of freight rates with other shipping companies. T.715
Lower rates paid to Paterson ships if latter carry cargoes back to Newfoundland. T.717
Have built newsprint mill in Tennessee and use U.S. Southern Pine. T.3688
Branch Lines Limited transport all wood and wood pulp carried by water in Newfoundland to Cornerbrook mill. T.4286-89
Constructing barges in U.K. to carry mechanical cranes for loading wood, similar to ships built for Bowater's by Marine Industries Ltd. T.4305-07

BOWATER STEAMSHIP COMPANY, LTD. LONDON, ENGLAND. (submitted on their behalf by Furness,Withy & Company, Ltd., Montreal, P.Q.):
Services provided. B.14, p.1
Hopes to operate through seaway as far as Great Lakes. T.707

BRANCH LINES LIMITED, MONTREAL B.78
Activities in Sorel. B.78, pp.1-2
Transports oil and wood. T.4280
Has five oil tankers under charter, (one not in use at present) T.4280, T284, 4298

BRANCH LINES LIMITED (cont'd):
Description of oil tanker operations T.4281-84
Charter party for tankers. Ex. #146, T-4281-82
Oil tankers not usually in operation in winter. T.4282-4299-4301
Has five barges and two tugs which carry about 170,000 cords of wood a year over distances from 60 to 350 miles. T.4284
Map of Newfoundland showing harbours from which Branch Lines Ltd. operates to Cornerbrook. Ex.#147; T.4285
List of ports frequented by Branch Lines ships, relative distances from Cornerbrook, amount of pulpwood moved from each harbour to Cornerbrook, and rate. Ex.#148; T.4285-86
Transports wood and woodpulp for Bowater's Newfoundland Pulp and Paper Mills Ltd. T.4286-89
Newfoundland coastal navigation season is from end of April to end of November. T.4288-89, 4291
Company to obtain details of cost of operating their two main branches. T.4289
Employ 170 people, not including administrative personnel, and pays $450,000 in wages annually. T.4290,4302
Pays about $100,000 annually for food and board, and $350,000 for repairs. T.4290
Spent $3 m. on new construction and renovation in last 8 years. T.4290
Barges carry about 1950 cords each. T.4291-92
Carry all woodpulp that is transported by water to Bowater's Cornerbrook Mill. T.4292-93
Movement of pulpwood to Cornerbrook prior to 1949. Ex.#174. T.4292
Letter from U.K. shipbuilding firm offering, in view of seaway, to convert canallers from steam to diesel operation during winter and to charter such vessels for subsequent off-seasons. Ex.#188
Barges could be built in England and taken across Atlantic. T.4294
Photo of tug pulling Branch Lines barge. Ex. #149. T.4294
LST barge about 345 ft. long, 56 ft. wide with a draught of 18½ ft. when loaded. T.4295
LST barges with motors, constructed for national defence during war crossed to Europe, but now are operated without motors. T.4295
All company ships now registered in Canada. T.4296

BRANCH LINES LIMITED (cont'd)
No U.K. registered ships transporting wood or oil in coastal trade in Eastern Canada. T.4296, 4298-99
Small oil tankers can enter small ports. T.4297
4 oil companies operate their own ships and hire other ships (Branch Lines and Lakeland tankers) to operate on St. Lawrence. T.4298
Company oil tankers not constructed for crossing ocean, but were used for this purpose after World War II. T.4299
Have operated their tankers in winter to carry molasses from Cuba to U.S.A. T.4299-4301
Possible for ships, which operate on Great Lakes, to be employed on Atlantic coast in winter. T.4301
Administrative branch handled by Marine Industries Ltd. T.4302
Company wants protection because
(a) competition would prevent expansion,
(b) shippers now using foreign vessels would provide more business,
(c) incentive to make capital investment would increase with assurance of future traffic. T.4303-04
With opening of seaway advantage of small tankers will not be so great. T.4305
Recommends that coastal trade be reserved for Canadian-built and Canadian-registered ships. T.4308
Suggests that water transportation like rail and air transportation be operated by Canadians so Canada would not be dependent on other countries. T.4309
Adequate water transport services exist now in Canada and should be maintained. T.4310

BRAZIL:
Maritime protective police. B.101,p.57

BRITISH COLUMBIA:
Aluminum industry at Kitimat, B.41, p.1
Fisheries on west coast of Vancouver Island. B.70,p.2
Lumber industry on west coast of Vancouver Island. B.20, p.2
Forest industry. B.55, p.1; B.59, pp.1-2
Employment in shipyards. B.36, p.1; B.101, pp.8,10,11; B.103, Appendix F, p.23
Exports carried by Canadian and non-Canadian ships from B.C. B.36, pp.1-2,
Actual and potential exports from B.C. to Far East. B.36, pp.10-11
Importation of foreign ships. B.36, p.6; B.62, p.18; B.111, p.2; B.103, p.11, Appendix B, p.19.

BRITISH COLUMBIA: (cont'd)
Effects of seaway on coastal and overseas shipping. B.36,p.10
Advantages of building ships in U.K. B.38.p.5
Operations of MacMillan & Bloedel Ltd. B.42
Operations of Island Tug and Barge Ltd. B.54
No likelihood of British competition in coastal trade. B.54,p.3
Operations of Union Steamships, Ltd., Vancouver. B.93
Average monthly employment in shipyards, 1946-53. B.101,p.12
Value of ships constructed, repair and conversion work, 1946-53 B.101,pp.18-20
B.111, Appendix III
Value of ships under construction, as of March, 1954. B.101,p.20
B.111, Appendix VII
Average weekly earnings of shipyard and all industrial workers, 1939-52. B.101,pp.26-27
Significance of shipyards in local and national economies. B.103,pp.4-5
Representation of labour organizations. B.36
Employment in maritime industries, 1951. B.103, p.1
Shipyards in World War II.
B.103,pp.5-7;Appendix A,pp.17-18
Post-war depression in shipyards.
B.103,pp.8-9;Appendix C,p.20
Importation of obsolescent U.S. vessels to B.C. regarded as a cause of insecurity for shipyards. B.103,p.14
Coastal and international trade of B.C. compared with coastal and international trade of Canada, 1952-53.
B.103,Appendix D,p.21
Foreign flag vessels in B.C. coastal trade, 1953.
B.111, p.1,2 and Appendix I
Intercoastal trade, importance. B.111,p.3
Shipbuilding activities in B.C. as compared with whole of Canada, 1938-53. B.111,pp.3-6
Ship repairs and conversions, 1953. B.111,Appendix VI
Employment in shipyards, index of, 1949-55. B.111,p.5
Freight rates have concerned B.C. industry since confederation. T. 1920
Coastal trade problem distinct from problem of inter-coastal trade. T.1920
Coastal trade a home-based, locally-controlled industry. T.1925

BRITISH COLUMBIA: (cont'd)
Inter-coastal trade important to B.C. because it affects transcontinental rail rates. T.1935
Only emergency repair work done in B.C. yards. T.1945-46
Shipping and shipbuilding provide employment to 13,600 people. T.1948
B.C. shipyards (three) employed 2,514 men and paid over $10 m. in wages during 1954. T.1950
B.C. shipyards paid $13.5 m to suppliers and manufacturers of shipbuilding materials in 1954. T.1951
B.C. yards constructed 303 steel vessels, repaired 2,358 allied vessels, and peak employment was 25,000 during World War II. T.1952
B.C. yards if allowed to revert to 1939 levels would not be able to expand quickly enough in event of war. T.1953
B C. yards saved in 1950 by naval contracts. T.1953
Five of eight B.C. shipyards closed and dismantled since World War II. T.1954
Naval work accounts for more than 50% of construction in yards in 1955. T. 1954
With completion of naval program ship construction prospects are poor. T. 1954
Free entry of commonwealth and foreign-built ships in coastal trade threatens existence of West Coast shipyards. T.1955
From 1946 to mid-1954 value of work in yards amounted to $98.6 m. T.1955
Between July 1950 and August 1954 106 second-hand U.S. vessels representing replacement value of over $19 m. put into coastal trade service. T.1956
C.P.R. has built 4 passenger ships in U.K. (total 25,000 tons) for coastal service since World War II. T.1957,1969
B.C. shipyards strategically situated. T.1949
Topographical map of B.C.
Ex.#45. T.1960
Passenger and freight vessels operating on regular schedules in coastal waters (54) T.1960
Principal commodities in B.C. coastal trade include logs, pulp chips, sand and gravel, hogged fuel, lime rock, ore and petroleum, coal, pulp and paper, cement and rock. T.1961

BRITISH COLUMBIA: (cont'd)

In 1954, 1209 deep sea vessels entered B.C. ports in connection with external trade, of which 13 were Canadian. T.1961,2448

In 1954 B.C. imported 1.6 m. tons and exported 6.8 m. tons of cargo. T.1961-62

Esquimalt dry-docks constructed by federal government in 1925. T.1962

Map of Pacific area. Ex.#46. T.1963

B.C. yards build coastal ships with knowledge of local requirements. T.1974

Statement of steamships put into service in B.C. since 1900. Ex. #48 T.1976

If coastal trade restricted to Canadian-built ships, estimated that B.C. yards would be required to provide one ship a year for next 50 years. T.1976

If restriction applied to Great Lakes and St.Lawrence region only, it would worsen competitive position of B.C. yards. T. 1977

Little traffic from B.C. ports to U.S. T.1981

Out of 72 passenger and freight vessels which entered B.C. coastal trade since 1900, 58 were built in U.K., and 14 in Canada. T.1995-96, 2021

U.K. competition not feared with regard to building open scows and barges, but may develop with respect to tugs. T.1996

Without restriction B.C. yards will survive but will be unable to expand in emergency. T.1999-2000

Construction costs in B.C. yards higher than in Eastern yards because of higher wages, and standard of living, longer distances from sources of supply. T.2010

Shipyard workers' wages in 1955. Ex. #49 T.2011

Wage rates in construction and basic industries of B.C. Ex.#50. T.2011

50 tug boat companies in B.C. T.2029

Cheaper to move logs by tugs and barges than by cargo vessels. T.2036

Importation of foreign-built ships provides competition for local yards. T.2041-42

BRITISH COLUMBIA: (cont'd)

If coastal trade restricted to Canadian-built ships, logging operations by water may become too expensive and consequently logs may be shipped by rail or truck. T.2044-45

Competition in construction of smaller vessels between Eastern and Western shipyards does not exist, because of cost of moving vessels via Panama Canal. T.2046-47

Tow-boat companies protected by Section 672 of Canada Shipping Act. T.2057-58

Importation of foreign-built ships declining rapidly. T.2103

Importation of U.S. ships after World War II helped tow-boat industry. T.2125

Canadian shipbuilding costs prohibitive to tug operators. T.2125

Tug industry employs 2500 men, pays $9 m. annually in wages. T. 2126

B.C. has 10,000 miles of shoreline which lends itself to tug and barge transportation. T.2143

Tug industry engaged in transportation of pulp, paper, chips, ores, building material, construction equipment, lumber (50% of total traffic). T.2143,2168

Second-hand barge or scow imported from U.S.A. costs 1/3 to ½ less, after conversion and payment of duty, than if built in B.C. T.2158-60

Difference in cost between second-hand tug imported from U.S.A. and one built in B.C. is small. T.2160-61

Tug industry faces little competition from truck or rail transportation. T.2161

Tug rates increased about 3 times, wage costs 5 times, and fuel costs 3 times between 1939-51, but since 1951 rates have remained stable. T.2162-63

Forest industry most important in B.C.'s economy. T.2178

70% of B.C. lumber exported. T.2179

Coastal trade affects B.C. lumber industry's position in world competition. T.2179

Restriction of coastal trade would affect forest industry and whole economy of B.C. T.2179

BRITISH COLUMBIA: (cont'd)

Low inter-coastal freight rates keep down transcontinental rail rates for lumber. T.2180

Only 3 ships of Saguenay Terminals Ltd. now participate in aluminum traffic. T.2183-84

Some lumber goes by rail to Lakehead and is not trans-shipped into barges. T.2192-93

Lumber industry competes with U.S.A., southern pine on Canadian markets. T.2194-95

Lumber to be increasingly shipped by water unless rail freight rates are adjusted. T.2196

Lumber also shipped by U.S. railways. T.2197

Lumber exports in 1954: 36% of total volume went to U.S.A. and 35% to U.K., Australia and S. Africa. T.2200-01

Any increase in transportation costs of forest products would have to be absorbed by producers. T.2210-12

Lumber exported from B.C. to U.K. and Europe must face competition from Finland, Sweden, Russia, France, Yugoslavia and Eastern Canada. T.2212

Cost of shipping 1000 ft. of lumber from Vancouver to Liverpool is $45. and sale price c.i.f. Liverpool about $130. T.2214,2228

Ocean freight rates not effectively influencing rail freight rates. T.2219

Lumber shipments from B.C. to eastern Canada: 1% - 2% shipped by water, remainder by rail. T.2224

Logging industry not affected by competition of British shipping. T.2272

Overlapping in the services provided by various shipping companies. T.2315

Canadian vessels calling at Puget Sound considered by Longshoremen's Union as foreign vessels and required to engage gang of at least 10 men, resulting in higher costs. T.2329

Longshoremen in coastwise trade: no regulation as to number of men in a gang. T.2330

Converted ships uneconomical to operate as compared with new ships. T.2361

BRITISH COLUMBIA: (cont'd)

Exports shipped from Pacific Coast ports have increased from 3,195,358 tons in 1945 to 8,871,878 tons in 1953. T.2395

Imports of vessels into B.C. in 9 post-war years 307 vessels, estimated replacement cost is $53.5 m. These imports may have meant the loss of 2000 jobs. T.2396. 1955

Shipyard workers in B.C. number 12,500. T.2398

Shipyard employment in B.C. (three shipyards) at present is 3,400 man. T.2400

Five shipyards closed - Prince Rupert, South Burrard, Pacific Shipyard, West Coast Shipyard and one belonging to Yarrows. T.2411-12

Employment in Canadian shipyards in 1939 totalled 3,491, in B.C. 968. T.2413

Wages higher in B.C. shipyards than Eastern yards because of isolation. T.2422

Hourly wage rate for pipe-fitting trade in B.C. yards is $1.97½ to $2.02½ while at Vickers it is $1.58. T.2427-28

Towboat industry between July 1954 and July 1955 carried 6,450,000 tons of cargo, 18% of which went to U.S., plus 3 billion feet of logs. T.2440-41

Tow boat industry: List of principal commodities carried. T.2441

Eight companies operate 52 passenger and freight vessels (77,431 gross tons) from Vancouver on regular schedules in B.C. coastal waters. T.2448

B.C. yards although paying higher wages than Eastern Yards, would be able to compete, if coastal trade restricted, because of higher labour productivity. T.2479

Jones Act prevents Canadian companies from transporting Canadian merchandise from ports of Taku and Haines, in Alaska, to another American port. T.2481-82

Handling of bulk goods is said to be most economical transport operation in the world. T.5804

Difficulties of marginal industries said to be exaggerated. T.5805-5806

BRITISH COLUMBIA: (cont'd)
Importation of second-hand vessels from U.S.A. poses threat to B.C. shipyards. T.5806
Wage rates in construction and basic industries of B.C. 1955. Ex #50.
Speech of Mr. T. Barnett, M.P., Comox-Alberni, B.C., on coastal shipping in B.C. Ex.#56.
Section 27 of U.S. Merchant Marine Act 1920 discriminates against Canadian vessels in B.C. coastal trade. Ex.#62, pp.2-4
Forest industries contribute 40% of net B.C. production and 50% of net income. T.5414
Citizens of Alaska favour freedom of water transportation operations between points in Washington State, British Columbia, and Alaska. Ex.#231, T.5253

BRITISH COLUMBIA, GOVERNMENT OF: B.111
Recommends construction subsidies on ships beyond point of minimum defence requirements. T.1924-25
Restrictions inappropriate because British ships play little part in B.C. coastal trade. T.1925
Opposes licensing of inter-coastal trade. T.1938

BRITISH COLUMBIA LOGGERS' ASSOCIATION, Vancouver B.C.: B-59
Membership and activities. B.59, p.1
Recommends no change in coasting trade legislation. T.2269, 5413
Favours subsidies to shipbuilding industry rather than restrictions. T.2283
Opposes restrictions because these would impair competitive position in world markets. T.2288
Statement indicating what percentage of total cost of logs is represented by - transportation of logs and transportation of supplies and machinery. Ex.#179
List of members. Ex.#179

BRITISH COLUMBIA LUMBER MANUFACTURERS' ASSOCIATION: VANCOUVER, B.C. . B-55
With Consolidated Red Cedar Shingle Association of B.C., Plywood Manufacturers Association of B.C. Vancouver, B.C. B.55
Shipbuilding and shipping industries should be assisted by subsidies along the lines of U.S. program. T.2179
Some members of Association own tugs or barges. T.2181
Annual Report 1954. Ex.#55 T.2268

Favour maintenance of status quo. T.5413

Association had net production of $271 m. in 1954, which contributed substantially to Canadian export trade. T.5414.
1/3 of production exported to U.S.A., and ¼ to U.K. T.5414
Waterborne transportation costs vital to industry because (1) industry dependent on coastal transportation (2) they affect rail freight rates on products shipped to and supplies received from East. T.5415-16
Industry sells in world markets at world prices, and any increase in transportation cost cannot be added on. T.5417
B.C. lumber is under quota in U.K. market because of dollar shortage. T.5418
Restrictions on coastal trade would hamper U.K. ability to earn dollars and affect exports of B.C. lumber. T.5418
No reason to restrict coastal trade in B.C. to Canadian-registered ships because there is no U.K. competition. T.5419
Inter-coastal shipping is a regulator of trans-continental rail freight rates. T.5421-24
If inter-coastal trade restricted to Canadian-built vessels operating at higher costs, trans-continental rail freight rates will increase. T.5426
If necessary to assist Canadian shipbuilding industry assistance should come from Canada as a whole. T.5427
Argument (presented by Mr.G. Blair) T.5412

BRITISH REGISTRY:
See also: Registry.
Transfer of deep-sea fleet to British registry removes opportunities for training Canadian personnel (4000 involved). T.211-212
Transfer of coasting vessels to British registry could cause wage and industrial chaos. T.266-267
Transfer of Canadian ships to British registry explained (sterling devaluation, etc.) T.296-297
Transferred vessels to use best efforts to earn dollars. T.297
Transfers involve laying off Canadian crews and taking on British crews. T.298
Earnings transferable to Canada in dollars subject to Canadian taxes. T.298
Transfer to British registry aided Canadian shipowners (a) because they could employ U.K. personnel; and (b) because they could participate in sterling trades obtaining (net) proceeds in dollars. T.299
Restrictions on transfer. T.324
Disposal of dollars earned by ships transferred to British registry. T.324
Ships of British registry cheaper in capital investment, and scale of wages and salaries. T.693
British ships can charge lower rates because their expenses lower than those of Canadian ships. T.696
Exclusion of British ships from coastal trade would remove competition and cause higher rates. T.715
British registered ships charge same class rates as "conference lines" in Newfoundland. T.735
British crews remaining in Canadian waters for long periods would demand Canadian wage rates. T.812
Withdrawal of British ships would result in higher freight rates on coal (present rate being $3. per ton from Sydney to St. John's). T.835

BRITISH REGISTRY: (cont'd)
Britain facing a shortage of seamen because of full employment and growth of U.K. merchant marine. T.890
British seamen in Canadian coastal waters dissatisfied with British scale of wages and Canadian cost of living. T.1130,1177
British crews likely to demand wage equality with American and Canadian seamen after seaway completed. T.1177
Participation of British registry ships on Eastern Coast increasing. T.1292
If British ships allowed to continue in coastal trade, water rates would still be in line with rail rates but shipping companies would become predominantly British. T.1556
Participation in Canada's coastal trade. B.3,p.3;B.82,p.14
Operations of Furness Warren Lines. B.13, pp.1-2
Operations of Bowater Steamship Company, Ltd. B.14, p.1
Canadian-owned ships registered in U.K. B.38, p.1
Earnings of U.K. ships and British balance of payments. B.82, p.27
U.K. ships may not actively compete on Great Lakes when seaway completed because British crews unwilling to accept less than Canadian wage rates. T.1637
Since 1949 there has been a decline in number of ships under British registry because of growing shortage of manpower. T.5907
Lloyds' Register of Shipping. T.2918
Skilled men employed on U.K. ships must be British subjects. T.5178-79
Most desirable crews for U.K. registered ships operating in Canadian coastal trade are British or Nordic types. T.5179

BRITISH SHIPPING, GENERAL COUNCIL OF, LONDON, ENGLAND: B.26
See Also: Shipbuilding Conference of the United Kingdom.
Number, tonnage, routes and cargo of U.K. ships engaged in Canadian coasting trade. Ex. #116

BRITISH SHIPPING, GENERAL COUNCIL OF: LONDON ENGLAND (cont'd)

B.26

U.K. shipping for Canadian account contributed $40 m. per year to U.K. balance of payments. Ex. #116

Completion of seaway will not mean increased competition from U.K. ocean-going tramps in Canadian coastal trade because of limited draught.

Ex.#116

U.K. shipping spent $28 m. in Canada for fuel repairs, provisions etc. in 1952. Ex.#116

Statistics on U.K. and foreign flag participation in U.K. coastal trade in 1954.

Appendix II, Ex.#116

Wage rates of U.K. ships in Canadian coastal trade.

Appendix I, Ex. #116

Resolution against flag discrimination adopted by International Chamber of Commerce, 1955. Appendix III, Ex.#116

Large Upper Lakers could be built economically in U.K. and moved across Atlantic.

Ex. #116

Doubtful if U.K. owners will invest in large laker-type vessels on completion of seaway. Ex. #213

Expect small differential in operating costs of U.K. and Can. vessel in regular Great Lakes trade on completion of seaway, because of (a) bonuses to U.K. crews, (b) cost of transporting crews to and from Canada, (c) administration costs, (d) repairs, dry docking and insurance costs would be about the same as for Canadian ship.

Ex. #213

Cost of transporting U.K. crews to and from Canada is £160/per & £190 man for round trip by sea or air respectively. Ex. #213

U.K. ocean-going ship of moderate size could not compete with large laker in Canadian coastal trade, but could provide valuable adjunct to movement of iron ore and grain through seaway. Ex. #213

U.K. ocean-going ships engaging in Canadian coastal trade might participate in North Atlantic/Europe coal trade or wherever cargo offered during winter. Ex.#213

Letter from H.E. Gorick, Joint Secretary, answering questions of Economic Adviser to Commission. Ex.#213, T.5059

BRITISH COLUMBIA MEMBER SHIPYARDS OF CANADIAN SHIPBUILDING AND SHIP REPAIRING ASSOCIATION, VICTORIA, B.C.: B.103

Activities and history of Burrard Dry Dock Company Ltd., Victoria Machinery Depot Ltd., and Yarrows Limited.

B.103, pp.1-4

Recommends restriction of coasting trade to vessels built and registered in Canada.

T.1948

Suggested restriction be applied to ships entering coastal trade after January 1, 1957.

T.1973

Opposes different regional policies. T.1977-78,2016-18

Petitioned for restriction of coastal trade in 1921 and stresses importance of restrictions today for defence purposes and in view of expanding B.C. economy. T.1998-99

Admits that restriction of coastal trade to Canadian-built ships might increase transportation costs. T.2008

Has not considered subsidies to shipbuilding industry.

T.2009

BRITISH COLUMBIA TOWBOAT OWNERS' ASSOCIATION, VANCOUVER, B.C.: B-57

Membership and activities.

B.57, P.3

Suggests that participation of foreign countries in Canada's coastal trade be based on reciprocal arrangement (particularly U.S.A.) T.2123

Suggests that regulations governing importation of foreign ships be established by law and not at discretion of Minister of National Revenue.

T.2124-25

Operates 350 tugs, 450 scows and cargo barges, and 20 floating derricks. T.2126

Suggests that Canadian citizen or company be permitted to own ships in U.S.A., just as U.S. citizen or company may own a Canadian shipping company.

T.2128

Prefers higher duties on imported vessels rather than restriction by permits or licensing. T.2136

Opposes restriction of coastal trade to Canadian-built ships.

T.2155-56

No rates published since 1951, they are based on individual contract basis. T.2170

BRITISH COLUMBA TOWBOAT OWNERS' ASSOCIATION: (cont'd)

List of members, Ex.#59, T.2431

Examples of operational costs. Gross operating profit for Class 6 tug is 24.6% and for larger tug 29.18%. Net profit of 10% considered good. Figures for scows and barges would be comparable. T.2432-34

With present earning ability it is impossible to replace vessels at current shipbuilding costs. T.2433

Replacement costs exceed inventory value plus depreciation, because ships are old and cost factor has risen. T.2436

Out of 450 scows owned by members, 25 are barges and 25% of the scows are over 500 tons. T.2440

Between July 1954 and July 1955 tow boat industry carried 6,450,000 tons, 18% of which went to U.S., plus 3 billion feet of logs. T.2440-41

Copy of Rate Book - January 10, 1946. Ex.#60, T.2443

Copy of Rate Book,-August 15, 1951. Ex.#61, T.2443

No rate books issued since August 15, 1951. T.2443

Rates and Adjustments Committee set up in 1953. T.2443

BRITISH YUKON OCEAN SERVICES LIMITED, VANCOUVER, B.C.:

Shipping services between Vancouver, B.C. and Yukon Territories and northern B.C. B.98

A Canadian company. T.2240

Recommends that coasting trade be reserved for Canadian-registered and Canadian-built ships. T.2242

Requests change in definition of coasting trade, in particular to include water carriage between Canadian ports and U.S. ports in Alaska. T.2242

Shipbuilding industry should be protected by prohibiting importation of new ships or by adequate duties. T.2244

Spending $2.7 m. on modern ocean-rail transportation development in Yukon. T.2244

BRITISH YUKON OCEAN SERVICES LIMITED: (cont'd)

Supports C.P.R.'s request for a single regulatory body to control transportation. T.2245-46

Operating since 1953 and owned by White Pass and Yukon Corporation Ltd. whose shareholders are mainly in U.K. T.2247

At present employing C.P.R. vessels. T.2248

Contracted for a ship from Vickers in order to make use of escrow fund and to avoid delay as U.K. could give no satisfactory delivery date. T.2253

Request change in Shipping Act to make the present international trade route from Vancouver to Skagway into a coastal trade route. T.2256-57

Favours extension of Parts 1,2 and 3 of Transport Act to include B.C. coasting trade. T.2258

Transport Act has been extended to cover trade in the Yukon and Mackenzie Rivers. T.2259

Trans-shipment of cargo at the Port of Skagway costs up to $8.50 a ton but with specially-built cargo containers this cost would be reduced to under $1.00 T.2250

BRANIFF, MAYOR G.
COLLINGWOOD, ONT. B.138

Shipbuilding is one of the major industries of Collingwood T.4446

Collingwood yards in normal times employ 600 people but presently have only 100 to 125. T.4446

Grain elevators provide considerable employment which may be affected if foreign competition increases on Great Lakes. T.4446

Collingwood has a sailor and marine population of about 400 people who ply the Great Lakes trade. T.4446

800 people unemployed in Collingwood in January 1955 (1/3 of the male working population). T.4446

In 1953, 2 U.K. vessels hauled salt from Port Arthur to Collingwood with a British crew while Collingwood sailors were unemployed. TT.4450-51

BUGGY INDUSTRY:
Analogy. T.89-90,182

BULK GOODS:
Ships engaged in transport of bulk commodities exempt from Transport Act. T.10-11
C.N.R. advocates changes in definition. T.20-21
Trade should not be allowed to pass to non-Canadians (Dom. Marine Association). T.347
Rates and services not subject to regulation but controlled by market conditions. T.1770
Potential foreign competition in bulk trades on Great Lakes: large ocean-going ships of foreign registry, differential costs (would diminish as wages on foreign ships would probably be raised); possible introduction of non-Canadian lake-type vessels; occasional tramps under foreign registry. T.1778-85
In bulk trades from and within Great Lakes specialized bulk carriers will remain, as they are not suitable for service elsewhere even if under British Registry. T.1795
British participation will make only small inroads into bulk trades in Great Lakes. T.1829
C.P.R. recommends licensing system in bulk trade. T.1896
Trend toward building specialized ships to carry bulk cargoes. T.3533
On completion of seaway U.K. ships will compete successfully with Canadian lakers in bulk goods trade. T.3660
C.N.R.'s reasons for recommending redefinition of bulk traffic in the Transport Act. T.4104-06
Definition of bulk goods. T.4173-76
Interstate Commerce Commission definition of "bulk", and bulk carriers exempt from regulation in United States. T.4175-76
See also: Dual Purpose Ships.

BURIN DISTRICT, JOINT COUNCIL OF, BURIN, NFLD.:
Subsidization of small wooden vessels. B.72, p.2

BURIN DISTRICT, JOINT COUNCIL OF BURIN, NFLD,: (cont'd)
Exchange port proposals. B.4, T.1082
Principal line of communication by water, and about 60% of trade is through the Province of Nova Scotia. T.1076
Ports of Fortune and Grand Bank open to navigation throughout the year. T.1077
Centre of Newfoundland deep-sea fishery. T.1077
Most of coastal trade carried by schooner type freighters. T.1078
Council asks for Federal Government assistance in maintaining operation of wooden ships. T.1079-80
Asks for improved coal loading facilities in Port of North Sydney to enable small coasters to operate more speedily. T.1081
Free or exchange port proposal. T.1082-83
Opposes restriction of coasting trade to Canadian vessels. T.1083

BURRARD DRY DOCK COMPANY LIMITED, VANCOUVER, B.C.:
In 1939 the firm employed 242 men; in 1943, 13000 men. T.2446-47
During war the company built 114 steamships, repaired 750 ships. T.2447
Delivered 55 vessels of 10,000 tons in 1949. T.2447
Since World War II employment has decreased to 1,200 men and most of plant has been scrapped or remains idle. T.2447
With completion of current naval program there will be no work. T.2447
Difficult to acquire technical engineers as foreign engineers unwilling to come to B.C. T.2449
Nucleus of 1,200 men considered necessary. T.2461
Ship repairing work would require only 400 men. T.2462
If present scale of naval program maintained, the company would be satisfied. T.2469
Objects to different regional policies. T.2471
Opposes subsidies on grounds of enforcement difficulties. T.2473

CABOT CARBON OF CANADA, LTD.:
SARNIA. B-8
Request for free movement of its materials and products. B.8 p.1

CANADA SHIPPING ACT, 1934:
Clause 671 and suggested amendment. B.3, p.2
Provisions of Clause 671, B.25, pp.1-2; B.28, p.19; B.49, pp.1-2; B.82, p.9
Clause 669. B.49, p.2; B.82, p.13
Clause 670. B.49, pp.2-3; B.82, p.13
Clause 673 B.49, p.3
"British ship" not defined. B.28, p.6
Canada Shipping Act and U.S. Merchant Marine Act compared. B.36, pp.5-6
Salient features of Act. B.68, pp.1-2; B.92, p.3
Permit system in relation to Nfld. B.76, p.9
Home trade classification in Nfld. B.76, p.10
C.C.C.L. to give particulars as to sections which it would like to see modified. 1DT.39-40
Section 673 concerning power of Governor-in-Council to suspend coastal laws described as unstable factor for long-range policy in developing Merchant ~~Marin~~ Marine. T.1324-25
Act described as favourable to U.K. but not beneficial to Canada. T.1516
Section 22 (concerning) import of second-hand ships) ineffective because owners are free to transfer such vessels to U.K. registry, after which they are admitted to Canadian coasting trade. (e.g. "Scottish Lady"). T.1971-72
Section 21 (a) amended in 1950 for purpose of preventing importation of second-hand American vessels. T.1986
Section 6 concerns classes of persons permitted to own and operate ships in Canada. T.2133-34
Coasting trade legislation reflects former status of Canada as a colony. T.2490
St.Lawrence Shipowners Association proposes amendment of Part XIII. T.2981

CANADA SHIPPING ACT: (cont'd)
Darling Brothers recommend amendment requiring that new ships entering Canadian registry be Canadian-built and materials and components be purchased in Canada. T.3223
Alberta opposes amendment of Section 671 to restrict coasting trade to ships built and manned in Canada. Ex.#162, B.-pp.2-3
Reasons why Section 22 included in Act. Ex.#145
Anomalous situation under Section 22 (Part 6(d), p.15) whereby Canadian operator cannot register a foreign-built vessel for use in Canadian coastal trade without consent of Minister, but U.K. operator can, without reference to Minister, use such a ship in same trade merely on payment of duty. Ex.#145 T.3826-27, 4241, 4260
Order-in-Council, April 25th, 1952 exempted 33 Canada Steamship Lines ships from Part II in respect to transportation of goods between Montreal and Quebec and intermediate points. T.3941-45
Preferential aspect - gives privileges to one country and not to all countries. T.4350
Clarke Steamship Co. Ltd., recommends amendment of Section 22 to remove absolute discretion of Minister as to whether registration of a vessel in Canada shall be permitted and replace it by specific provisions in the law setting forth conditions under which registration shall be permitted. T.5503-4

CANADA STEAMSHIP LINES LTD. (CSL)
MONTREAL: B.80,140,161,163,171
Origin, activities and assets. B.80, pp.4-6
Summary of arguments. B.80, pp.30-32
Operating fleet. B.80,Appendix, Ex.#1
Shipyards in Georgian Bay. B.30, p.1
Investment since war. T.426
Ships recently built. T.426-27
Package freighters on Great Lakes T.434-35 ,38
Coal self-unloaders on Great Lakes. T.432
Crew required for big ships operating on Great Lakes. T.436

CANADA STEAMSHIP LINES LTD. (cont'd)
MONTREAL:

Grain storage capacity of vessels during winter. (9 m. bushels). T.432

Manner of securing shipments of coal, iron, ore, grain and package freight through brokers and solicitors and arranging contracts. T.437-38

Depreciation figures not available. T.439

Average life of bulk freighters and canallers about 40 years. T.439-40

CSL invested $25 m. since end of World War II on construction of one package freighter, one canaller, and 6 bulk carriers in Canada. T.440-41,54

With completion of seaway CSL ships will carry grain to Montreal and Quebec and return with iron ore from Seven Islands. T.444

Company's coal traffic on Great Lakes 3 m. tons, on St. Lawrence River about 1 m. tons per year. T.446

Control the following five, wholly-owned subsidiaries: Davie Shipyards, P.Q.; Port Arthur Shipyards, Midland Shipyards, Collingwood Shipyards and Kingston Shipyards (description of respective operations.) T.1645, 3851-58

Inquiry as to amount of shipbuilding that CSL would expect to do if coastal trade restricted. T.2931, 3860-73

Estimate that U.K. ships similar to Hochelaga-Thunder Bay class have cost advantage of $1,000 per operating day. Ex.#95, T.3793,3798-99, 3891-3918,3922.

U.K. would still have advantages of wages, repair costs, and overhead differentials in competing with Canadians using U.K.-built ships. T.3793-94

U.K. shipping interests invited Company to go into partnership with them in operating British ships through seaway after its completion. T.3796

Recommend coasting trade be restricted to Canadian-built and Canadian registered vessels. T.3797, 3835

No shipyards acquired recently. T.3800

CANADA STEAMSHIP LINES LTD.: (cont'd)

Financial Post statement of earnings and interests. Ex.#96, T.3800

U.K. would not object to protection of Canadian coastal trade. T.3801-3

Protection would not interfere with Britain's capacity to buy Canadian goods. T.3803-05

Reduction in transportation costs expected when seaway opened. T.3805-07

No facilities exist in Montreal at present for unloading Upper Lakers. T.3809-10

Unique capacity of Upper Lakes fleet to handle bulk cargoes quickly and efficiently is good reason for protection. T.3813

Examples of delays in waiting to unload grain at Montreal. T.3813

If coastal trade is restricted and more large Upper Lakers are built, congestion on Welland canal will probably be relieved. T.3819-20

Reasonable water transportation and efficient Great Lakes fleet are result of keen competition between shipowners. T.3821-22

Seaway will increase length of Canadian coast for large U.K. specialized ships which will undercut Canadian operators unless coastal trade restricted. T.3823-25

If coastal trade not restricted control of inland shipping might pass to U.K. ships which would remain in Canadian waters only if there were no more profitable cargo elsewhere. T.3824-25

Prairie provinces do not want to be entirely dependent on foreign flag vessels. T.3825

Regulations governing registration of British ships and coasting laws should be similar to Canada's Air Regulations for U.K. commercial lines. T.3828

Reasons for maintaining Canadian shipbuilding industry: (a) defence, (b) need for repair and maintenance facilities, (c) need to retain skilled workers. T.3828-34

Larger and faster vessels will be required on completion of seaway. T.3833

CANADA STEAMSHIP LINES LTD.: (cont'd)
Restriction of coastal trade to Canadian-built and registered vessels would provide low and stable freight rates, dependable service and improved security. T.3835
All company's Upper Lakers are designed to carry ore and grain. T.3838
Orders for two ships in Britain cancelled because of long delivery delays, and ships later built by CSL at higher cost. T.3856
Small canallers will still be used for carrying some bulk cargo after seaway opened. T.3858
Under obligation to carry Seven Islands ore from Contrecoeur to Upper Lakes. T.3858-59
Took 6 months to build "Iroquois" --a diesel-powered canaller. T.3859
Anticipated shipbuilding program of CSL if coastal trade restricted. T.3860-61
Estimates of shipbuilding program for Great Lakes shipping if coasting trade restricted. T.3862-73
Description of CSL shipping operations:
(a) types of ships
(b) cargoes
(c) routes
(d) methods of obtaining cargo.
T.3876-3889, 3922-25
CSL to obtain schedule of sailing times from Port Arthur to various ports and down to Montreal. T.3881 Ex.#200-202, T.5002
CSL to obtain package freight statistics in recent years for:
(a) Westbound tonnage of Canadian and foreign origin
(b) Eastbound tonnage for export and domestic use.
Ex.#183, T.3887
U.K. tramp steamers likely to undercut on bulk cargoes after seaway opened. T.3918-28
To obtain comparative operating costs (on ton-mile basis) for voyage from Fort William to Kingston of a Canadian-built and operated Laker, U.K.-built and operated Laker, composite ship, and largest ocean-going ship able to navigate there. Ex.#200-202, T.3928-29
Had two ships tied up during part of 1955 navigation season because of lack of business: used them for grain storage: fortunately obtained their release from this service and found ore and coal cargoes. T.3938

CANADA STEAMSHIP LINES LTD.: (cont'd)
Consider shipping at present on Great Lakes extremely competitive. T. 3939
Have very little shipbuilding now. T. 3940
Order in Council April 25, 1952, exempted 33 CSL ships from Part II of Shipping Act in respect to transport of goods between Montreal and Quebec. T.3941-45
Algoma Steel Corporation Limited has interest in Canada Steamship Lines, and a director on the Board. T.4422, 4434
Algoma Steel Corporation Limited considers CSL have given them excellent service. T.4435
Statement comparing operating costs of Canadian ship of Hochelaga-Thunder Bay class and comparable British ships. Ex.#95
Map of Great Lakes system showing "transfer points". Ex.#100
Time lost in waiting to enter Welland Canal and time required to navigate canal. Ex.#103-108
Tariffs for elevation, storage and handling charges for Kingston Grain Elevator, Kingston. Ex.#177
Correction of statement on shipbuilding costs in Canada and U.K. made at Ottawa Hearings. Ex.#177
Package freight tonnage and percentage of total tonnage carried during 1950-54. Ex.#183
Inquiry as to Davie Shipbuilding Co.Ltd. total sales in last six years and amount spent in shipyard. T.4928
Inquiry as to total income of Davie Shipbuilding over period of years and amount spent in shipyard and disbursed to suppliers respectively. T.4929
Progress of Newfoundland compared with rest of Canada. Ex.#186, T.4929
Poem "Towards the Last Spike" for Commission Library. T.4929
Statement (enlarging Ex.#95) showing difference in operating costs between Canadian-built and manned and U.K.-built and manned dual-purpose ships of largest size capable of navigating seaway. (includes confidential memo of CSL actual costs.) (Vessel types A to G.) Ex.#200, T.4969, 5008

CANADA STEAMSHIP LINES LTD.:(cont'd)
Estimates of ship construction costs, operating costs and statistics of seven vessels under construction (Types A to G) in connection with carrying wheat from Fort William to Kingston and ore from Seven Islands to Hamilton.
Ex.#200, T.4970
Design characteristic details of seven ships (Types A to G) referred to in Ex.#200.
Ex.#201, T.4971
Descriptive folder explaining Ex.#200. Ex.#202, T.4971
Report of U.S. Maritime Commission estimates U.S.-built ships cost 65 per cent more than European-built ships.
Ex.#203, T.4974
Availability of ships more important than fractional savings in freight rates.
T.4973,5193
Estimate cost of U.K. ship (15,000 D.W.T. at ju t ov r 42 m.
Ex. 204, T.4975
Detailed dimensions and descriptions of vessels,(Type A to G) appearing in Ex.#200-202.
T.4976-86, 5005-07,5029-31
Detailed discussion and general analysis of tables showing operating costs and appearing in Ex.#200-202. T.4986-5004
Have not built diesel lakers because diesel oil not yet available in Great Lakes area.
T.5009
Statement comparing relative cost estimated by CSL for moving grain from Lakehead to Montreal via seaway (as indicated in Ex.#200) and cost estimated for Government of Manitoba Ex.#187
Ex.#205, T.5024, T.5024A-D
Critical of size of vessels used for comparison in Ex.#187.
T.5016
Detailed comments on allegedly misleading and inaccurate picture presented by Government of Manitoba — Ex.#187
Ex.#205, T.5014-36
Operating cost figures for CSL Upper Lakers (Ex.#200) and similar figures for Dominion Marine Association (Ex.#165) differ by 6 cents on grain shipments and 8 cents on iron ore. T.5117,5128,5130
Additional data for Ex.#200-202 showing operating costs of "T.R. McLagan" for moving wheat from Lakehead to Kingston.
Ex.#222, T.5190-91

CANADA STEAMSHIP LINES LTD.:(cont'd)
Cost of operating "T.R. McLagan" type laker from Lakehead to Kingston about 4% less than for Thunder Bay class, but in excess of U.K. vessels considered in Ex.#200. T.5190
"T.R. McLagan" suggested to be most efficient ship in service on Great Lakes. T.5190-91
During years 1951-54, 64%,68%, 69% and 84% of total Canada Steamship Line Upper Lakes fleet earned winter revenue from wheat storage at 2¾ cents per bushel.
T.5027-28, 5191-92
Discussion of graph showing grain shipments from Lakehead during 1955 season. Ex.#223,
T.5193
Size of steamships and motorships under construction in world in June 1955. (Lloyd's Register)
Ex.#225, T.5216
Number of merchant ships launched in world during 1954. (Lloyd's Register) Ex.#226, T.5217
Statement showing increase in tramp ship size and capacity.
Ex.#224, T.5200-5215
Critical analysis by Canadian Federation of Agriculture of Ex.#200 to prove that Canadian ships will not be driven off Great Lakes by U.K. competition on completion of seaway.
T.5430-67, 5497-5500
Statement of company earnings, net income, dividend and stock prices for period 1940-1955 submitted by Manitoba Government.
Ex.#198
Final argument (presented by Mr. T.R. McLagan). T.5845
Deny inference of price fixing arrangements on Great Lakes.
T.5846
Examples of shipping days lost.
T.5853
Time lost by canallers in Port of Montreal. T.5854
CSL considers that inability of Canadian lake vessels to compete with U.K. ocean vessels without protection has been proved.
T.5873

CANADIAN ATLANTIC FISHING ASSOCIATION:
HALIFAX. B-141
Requests that Royal Commission's recommendations should not apply to Canadian fishing fleet in coastal or inland waters. This request made with a view to allowing fishing vessels to continue non-fishing operations.
T.1342

CANADIAN ATLANTIC FISHING ASSOCIATION (cont'd)
Requests easing of restrictions concerning certified masters and engineers as required by Canada Shipping Act so that masters qualified to operate fishing vessels shall also be entitled to operate in coasting trade. T.1344
Represents group of Nova Scotia exporters in salt fish business. T.1345

CANADIAN BLOWER & FORGE CO. LTD.: KITCHENER. B-43
Manufacturers of marine components. B.43
Manufactures fans, blowers and machine tools for shipbuilding industry. T.4796
Company incorporated under Canadian Federal Law and owned by Buffalo Forge Company of Buffalo, New York. T,4796-97
Favours maintenance of strong shipbuilding industry, because if company's engineering and manufacturing ability allowed to slip, it would be difficult to expand in an emergency.T.4796
95% of all goods and equipment manufactured for ships is sold in Canada. T.4797
11% of business has been related to shipbuilding over the past 15 years and 5% in the past five years. T.4798
Sells mainly fans to shipbuilding industry. T.4798
Two other Canadian firms manufacture fans for shipbuilding. T.4799
Fans manufactured for merchant ships are similar to those made for naval ships. T.4801
Main work in Canadian shipyards at present is provided by Government naval programme. T.4802
If, on completion of seaway U.K.-built ships are permitted to engage in coastal trade, they will come in fully equipped. T.4803

CANADIAN CAR & FOUNDRY CO. LTD.; MONTREAL. B-1
Activities. B.1, p.1

CANADIAN AND CATHOLIC CONFEDERATION OF LABOUR (CCCL) AND NATIONAL METAL TRADES FEDERATION:
MONTREAL. B-101
(Brief submitted in both French and English. French version is official) B.101
Hearings. T.105-169
English translation of brief (unofficial) of Hearings - Transcript Vol.1 Part D pp.1-44

CANADIAN AND CATHOLIC CONFEDERATION OF LABOUR (CCCL) AND NATIONAL METAL TRADES FEDERATION: (cont'd)
Advocate construction subsidies. T.106
Advocate labour representation on Canadian Maritime Commission. T.106
Advocate application of national minimum labour standards to shipbuilding and ship repairing industries. T.106
Advocate building of naval vessels to stabilize shipbuilding industry. 1DT.5-6
Normal employment in Canadian shipyards at least 40,000. 1DT.7-9
Importation of ships from United States criticized. 1DT.9
Employment in shipbuilding reduced in various regions of Canada. 1DT.9-11
Summary of questions discussed in brief. T.106-7
Ocean-going trade representations not within jurisdiction of Commission. 1DT.20-21
Advocate subventions for coasting and ocean-going ships. 1DT.20-21

CANADIAN CONGRESS OF LABOUR (CCL): OTTAWA. B-75
Hearings. T.65-104
Members employed in shipbuilding, ship repairing and shipping. T.65-66
Employment in shipbuilding and ship repairing reduced in past two years. T.66-67
Protection to shipbuilding and shipping advocated on basis similar to that existing in other countries, including creation & maintenance of new merchant marine. T. 67
Advocates subsidies. T.68
Advocates maintenance of wage rates and conditions at highest possible levels. T.68
Advocates reserving coasting trade for Canadian-built and registered ships. T.69,77
B.75, p.5&6
Complains of unfair competition of non-unionized ships on Atlantic Coast and advocates Federal Legislation providing for minimum wages and working conditions. B.75, p.6&7, T.80-82
List of affiliated organizations. T.70
Merchant Marine or shipping industry should also be maintained for defence purposes. T.70-71
B.75, p.5&6.

CANADIAN CONGRESS OF LABOUR (CCL): (cont'd)

Advocates maintenance of nucleus working force in shipbuilding industry for defence much larger than the 17,833 reported as of March 1, 1955. T.71-73

Coasting and deep-sea vessels classed together. T.74-75

U.K. ships in coasting trade might not be available to Canada in a war emergency. T.75

Advocates maintenance of existing industry and employment not only for defence but also for national welfare. T.78-79

Expects seaway to have temporary adverse effect in Maritimes and British Columbia.
T.79, 102-104

Views regarding special position of Nfld. T.96-102

Canadian Brotherhood of Railway Employees and Transport workers, an affiliated organization, with members employed in both rail and water transportation, will not discriminate between them.
T.83

Railways and coastal shipping should be maintained at highest possible level. T.84

Grain now moved by rail from Georgian Bay ports to Montreal likely to move by ship.
T.84-85

What constitutes essential nucleus? Difficulty of establishing criterion. T.86-89

Not opposed to technological progress. T.89-91

Transportation facilities should be maintained under control of Canadian citizens. T.91-93

Not advocating that service in coasting trade be restricted to Canadian citizens. T.93-94

Advocates that restriction of coasting trade to vessels built and registered in Canada should apply to all Canadian waters whether inland or coastal.
T.97-98

Nfld. should not be excepted.
T.98-99

Great Lakes may require adaptation or perhaps exemptions from general policy. T.104-05

CANADIAN FEDERATION OF AGRICULTURE: OTTAWA. B-127,172

Recommends maintenance of status quo in coastal trade, and in U.S.-Canadian Great Lakes trade.
Ex.#161, B-127 p.28, T.4670

Favours U.K. ships participating in Canadian coastal trade but opposes foreign flag participation. T.4723-24

CANADIAN FEDERATION OF AGRICULTURE: (cont'd)

Expects few direct shipments of grain by U.K. vessels from Head of Lakes to England even on completion of seaway.
T.4734-35

Lake freight rates on grain shipped from Fort William to Montreal between 1947-1955.
Ex.#227-234, T.5247,5500-02

Chart showing monthly totals of British Allied and Neutral shipping losses by enemy action, and total number of U-boats and operated U-boats.
Ex.#228, T.5248,5490

Clipping from Montreal Gazette describing new anti-submarine and maritime reconnaissance aircraft. Ex.#229, T.5248,5490

Critical analysis of Canada Steamship Lines. Ex.#200, seeks to prove that Canadian ships will not be driven off the Great Lakes by U.K. competition on completion of seaway. T.5430-70,5497

Critical analysis of Dominion Marine Association.
Ex.#93 and #165, T.5467-89

Claims free competition in Great Lakes coastal trade does not exist. T.5483

Old fashioned thinking for shipbuilders to base arguments for protection on national defence problem . T.5489

Strong national defence programme would (1) provide security, (2) assist shipbuilding industry, (3) maintain safe nucleus of shipyard employment, (4) permit maintenance of coastal trade status quo and low transportation costs. T.5494

Opposes restriction of Canadian coastal trade to Canadian-built and Canadian-registered ships.
T.5496

Argument (presented by Dr. E.C. Hope
T.5430

CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATION: MONTREAL. B-52

260 member companies. T.3105

Favours maintenance of manufacturing industries (including shipbuilding) on sufficient scale to enable rapid expansion in event of emergency. T.3105

List of members and officers.
Ex.#78 & 79.

CANADIAN INDUSTRIAL TRAFFIC LEAGUE INC.:
TORONTO. B-69
Membership and aims. B.69, p.1
Hearings. T.326-340
Advocates maintenance of status quo. T.326
Any necessary costs to develop a national shipping policy for national defence should be borne by nation as a whole. T.326
Opposes opening coasting trade to foreign ships. T.327
Why not give coastal shipping protection similar to that enjoyed by other industries? T.328-329
List of 850 members. Ex.#6

CANADIAN MANUFACTURERS ASSOCIATION:
List of members of Nfld.Branch. Ex.#21 (a) T.720

CANADIAN MARCONI COMPANY:
MONTREAL. B-88
Suppliers of equipment for ship-to-shore communication. Activities. B.88, p.1
Established over 50 years ago to provide ship-to-shore communication. T.3242
Maintains depots to service ships' radio-telephone equipment at Port Arthur, Sault Ste. Marie, Welland Canal, Toronto, Montreal, Vancouver, Halifax, Cornerbrook and St.John's,Nfld. T.3243
Employs 200 in Marine Division and 1200 altogether. T.3251
Canadian corporation controlled by English Electric. T.3248,3266
Service to shipping is 50% brisker than to shore stations. T.3253-54
Favours restricting use of seaway by U.K. or foreign ships loading cargoes for foreign destinations unless lake carriers in position to compete. T.3257-58,3261-62

CANADIAN MARITIME COMMISSION:
British and foreign shipping participation in Canada's coastal trade. B.3, p.3
Wages as factor in daily operating costs, 1948. B.36, pp.3-4
British shipyards, assistance to. B.36, p.7
Nucleus employment in Canadian shipyards. B.54, p.1; B.77, p.1
Proposal that C.M.C. assume all duties and functions presently exercised by Board of Transport Commissioners with respect to shipping. B.58, p.5

CANADIAN MARITIME COMMISSION: (cont'd)
Differential operating costs of U.K. and Canadian vessels. B.82, p.11; B.89, p.7; B.100, pp.1-3
Differential construction costs of Canadian and U.K. ships. B.82, p.12; B.101, p.22; 78-79; B.100, pp.1-3
Formulation of principles with regard to nucleus of shipbuilding and shipping industries in Canada. B.89, pp.18-19
Deep-sea merchant marine and national security. B.89, p.19
Percentage of Canadian coasting trade carried by ships not registered in Canada. B.82, p.14
Statement of first Chairman of Commission on Canadian Merchant Shipping. B.101, p.1
Letter of Executive Director of Commission on Replacement Plan, 1953. B.101, pp.27-28
Canadian Maritime Commission Act, Articles 6-8, concerning duties of the Commission. B.101, pp.51-52, 77-78
Subsidies in other countries. B.101, p.55
Request for inclusion of labour representation in the Commission. B.101, p.77
National Council of Shipyards suggests that Canadian Maritime Commission Unions should provide marine insurance to Canadian coastal vessels which would result in saving to ship operators. T.1584
Should it include representatives of sectional interests (labour, ship owners, etc.)? 1DT.40-41
CCCL argues that inclusion of labour representatives in Canadian Maritime Commission, balanced by entrance of other interested groups, would make Commission familiar with divergent interests involved. 1DT.41
Agreement with Union Steamship Ltd., Vancouver, B.C. concerning regularly scheduled passenger services in B.C. T.2335
Annual Report-1949. T.2889,2891, 2915
Number of ships and total tonnage of Canadian Merchant Fleet as of September 1, 1955. Ex.#168

CANADIAN MARITIME TRANSPORT WORKERS' ASSOCIATION:
MONTREAL. B-51
Recommend restriction of coastal trade to Canadian-registered ships maintained and repaired in Canada. B- 51 p.1

CANADIAN NATIONAL RAILWAYS:
MONTREAL. B-92 & 142
Hearings. T.8-27, 4084-4193,5636-55
Participation of C.N.R. in coasting trade. T.16
Services in Nfld. B.56, pp.19-22
Shipping services in Nfld, B.56, pp.23,25,B.11,p.1
Canadian National Steamships status. B.101, p.37
Wages on C.N.R. ships on Atlantic Coast as compared with wages of unorganized labour on other ships. B.75, pp.6-7
Coastal shipping service operated by C.N.R. in Nfld. is inadequate. T.729-30
Entrance of C.N.R.-operated "William Carson" not to clear bottleneck between North Sydney and Port-aux-Basques. T.744
C.N.R. marine service around Nfld. carries freight, passengers,and mail. T.980
C.N.R. carried 41,000 tons of cargo in Nfld. coastal trade in 1953-54. T.980
C.N.R. vessels operating in Nfld. do not pay wharfage charges. T.993
C.N.R. operates 14 vessels in Nfld. coastal trade. T.994
Wages paid by C.N.R. to crews engaged in Nfld. coastal trade vary according to tonnages and tariffs of vessels. T.999-1,000
Terms of Union between Nfld. and Canada require C.N.R. to give same type of passenger and freight marine service as then prevailed. T.1017
Since Nfld. entered confederation in 1949, governing factor with regard to rates has been rate charged by C.N.R. T.1255
Canadian National Steamships placed orders for two coastal ships in U.K. Differential costs were not great and had these ships been constructed in Canada, it is claimed that government would have recovered part of differential in taxation. T.1583-84
Has operated services, with subsidy assistance and using U.K.-built vessels, between Canadian Atlantic ports and the West Indies, and S. America, and also out of B.C. ports. T.2404-05
Failure to establish a more equitable competitive framework for rail and water transportation

CANADIAN NATIONAL RAILWAYS: (cont'd)
after seaway completed will have serious implications for railways and general economy. T.4088-91
Railways carry 60% of total freight tonnage carried by all forms of commercial transportation. T.4089
Amount of C.N.R. traffic that may be diverted to water carriers when seaway opened depends on whether U.K. shipping allowed to participate in Canadian coastal trade. T.4091-92
43% of operating expenses are independent of fluctuations in volume of traffic during a particular year. T.4092-93
Position in respect to participation of British ships in Canadian coastal trade. T.4095-4100
Recommend amendment of Transport Act to include vessels of 100 gross tons instead of 500 gross tons as exists now in the Act. T.4100-04, 4170-73, 5638
Reasons for recommending redefinition of bulk traffic in Transport Act. T.4104-06, 4173-76, 5638
Estimate of traffic likely to be exposed to water competition when seaway opened. Ex.#119 & 125, T.4109-23,4185-86
Estimate that revenue/of $38 m. (based on 1953 figures) from traffic will be vulnerable to seaway competition. T.4109-10, 4183-84
Effect of seaway on movement of grain by rail. T.4111-23
Rail rates on grain shipped from Lakehead, Bay, Lake and River ports, to Eastern Canadian and U.S. ports for export. Ex.#129, T.4120-23
Factors considered in establishing class rates. T.4127-29
Tariff schedules. Ex.#131-134 T.4136,4140,4186
Competitive rail-water rates were effective as far back as 1920. T.4137
Competitive rail-water rates in effect only when active competition exists. T.4137
Manner in which through rates are calculated. T.4138-40
Comparison of freight rates on representative commodities actually transported to Nfld. Ex.#135,136, T.4141-43
Rates on sugar from Maritimes to Central Canada. T.4143-45
Transportation of potatoes from Prince Edward Island - competitive and agreed charges. Ex.#39, T.4145-50
Favour equality of regulation in transportation systems. T.4151-70

CANADIAN NATIONAL RAILWAYS: (cont'd)
Principle of out-of-pocket costs in a railway company.
T.4177-84
Irving Pulp and Paper Ltd. claim that C.N.R. in East cannot be counted on to supply transportation on sound, continuous and steady rate basis.
T.4897-98,5255-59
Agreement with Furness, Withy and Co. Ltd., 1949. Ex.#19
Charter Party for Nfld. Coal Company. Ex.#26
List of ships in Nfld. and Pacific Coast services including routes, dimensions, etc.
Ex.#120
Timetables for summer and winter shipping services on east and west coasts. Ex.#121-124
Statements showing export grain shipments to Pacific and Eastern coasts and Port Churchill from various points in Canada.
Ex.#126-128, T.4111-23
Copy of regulations governing marine slip at Selkirk,Manitoba.
Ex.#239, T.5985
Argument (presented by Mr. L. Cote,Q.C.) T.5636
Any proposed policy with respect to coastal trade must be considered with other forms of transportation in mind.
T.5637
Tariffs ensured Canada's industrial development therefore favour similar protection against "non-Commonwealth" shipping for transportation industry. T.5645
Does not oppose participation of U.K. registered ships in Canadian coastal trade provided that costs of providing services are equalized.
T.5646
Suggest that Board of Transport Commissioners be vested with power to regulate freight rates.
T.5652
C.N.R. Marine Service in Nfld. carried 41,424 tons as compared with 338,887 tons carried by local coastal fleet in 1954.
T.5945
Existing services provided by C.N.R. Marine Service in Nfld. would, on their own, be entirely inadequate. T.5949
C.N.R. Marine Service, whose workers are unionized cannot compete under existing wage set-up with local coastal vessels whose crews are not unionized. T.5950-52

CANADIAN NATIONAL RAILWAYS: (cont'd)
C.N.R. in Nfld. is not competitive but is required by Terms of Union to continue existing service. T.5952
Comparison of rates prior to March 31, 1949 from points in Ontario and Quebec to Nfld. with rates effective April 1,1949 and October 1, 1955.
Ex.#130, 135 & 136, T.4124-27, 4129-38, 4140-43, 4187-90
C.N.R. Timetable 85 showing marine services and ports of call in Nfld., effective June 12, 1955.
Ex.#238, T.5977

CANADIAN PACIFIC RAILWAY:
MONTREAL. B-87 & 143
Hearings. T.27-63
Comparative earnings of C.P.R. in Eastern and Western Canada.
B.87, pp.4-5
Ownership and operation of transportation services and facilities.
B.87, Appendix, Ex.A
Services in West Coast of Vancouver Island.
B.20, pp.1-2,4,5,6
Domination in coastal shipping in B.C. B.36, p. 5
Criticism of C.P.R. policy regarding purchase of ships.
B.101, pp.37-38
Importation of foreign ships by C.P.R. for coastal service in B.C. B.111, p.2
To call additional evidence in Montreal. T.27
No objection to participation of British-built and registered ships in Canadian coasting trade.
B.87, para.20
C.P.R. Steamships - where built.
T.44-46
Docking facilities owned mainly by C.P.R. T.63
C.P.R. carries out ship repairs in England. T.1525
Company's two passenger vessels (Assiniboia and Keewatin) built abroad, cut in two to pass the locks, and re-assembled in Great Lakes. T.1814
Recommends licensing system in bulk trade. T.1896
Since World War II C.P.R. has purchased 4 passenger ships (totalling 25,000 tons) from U.K. for B.C. coastal service.
T.1957-1969
Operates B.C. coast steamships.
T.2084
Formerly owned shares in Union Steamship Company. T.2084
C.P.R. curtailed some services in B.C. which have not been replaced by other ships. T.2290

CANADIAN PACIFIC RAILWAY: (cont'd)

C.P.R. successfully operates foreign-going vessels but does not build ships in Canada. T.2405-06

C.P.R. reported to have saved $1 m. on a ferry purchased abroad for services in B.C. (Nanaimo run) T.2408

C.P.R. in order to meet water competition on the Great Lakes reported to have introduced so-called "Basing Arbitrary" which practically cut railway's normal rates in half. T.2664-65

In 1896 Winnipeg Board of Trade opposed conference rate scheme in which C.P.R, and other competitors said to have participated. T.2665

Statement showing rail rates on grain from representative points in Western Canada to Fort William and Vancouver for export. Ex.#118

Import, export and domestic rail traffic likely to be exposed to increased water competition when seaway opened. Ex.#119, T.3957-73, 4049-54, 4057-70

Bulk grain moving from Georgian Bay ports by C.P.R. to St. Lawrence ports estimated at about 1 m. tons with revenue of over $4 m. Ex.#119, T.3957,3963-64

C.P.R. elevator at Port McNicoll, capacity 6½ m. bushels. T.3965

Seaway opening to bring increased water competition in east-west traffic. T.3968-71,4060-67,4069-70

Regulated carrier such as a railway is handicapped in competing with unregulated carriers. T.3989-4007

If railways regulated by Transport Act and Railway Act then competitors should be regulated in same way. T.3997-98

Canada cannot achieve adequate modern transportation services at lowest cost unless regulation bears evenly on all forms of transport. T.4026-27

Regulation would not be necessary if common carrier service not required. T.4027-35

Problem is to apply regulation and control to give benefits of competition as well as regular dependable service. T.4037-38

CANADIAN PACIFIC RAILWAY: (cont'd)

Reference to Report of U.S. Special Advisory Committee on Transport Policy and Organization and Bill S 1920. Ex.#2, T.4039-4041

Does not oppose admission of U.K. shipping provided it is subject to licensing and regulating provisions. T.4047

Opposes restriction limiting operators engaged in coastal trade to purchasing ships in Canada. T.4047-48

Gross freight earnings (excluding passenger, mail, express and miscellaneous) totalled $391 m. in 1953, and it is estimated that about $35 m. of this revenue will be exposed to increased competition when seaway opened. T.4057

C.P.R. elevator at Port McNicoll currently employing about 20 people, but normally employ 75 to 100. T.4383

Corrections for transcript Vol. 12, and T.1894. (Letter from J.A. Wright, Solicitor). Ex.#209, T.5058

Map of western Canada showing breaking point for grain rates between Fort William and Vancouver. Ex.#117

Statement showing movement of grain from Lakehead, Bay ports and local Ontario points to St. Lawrence ports, Canadian and U.S. Atlantic ports. Ex.#137

Argument (presented by Mr. J.A. Wright, Q.C.) T.5610

Advocates middle course in coastal shipping policy, with no change in Commonwealth Shipping Agreement or in Canada Shipping Act. T.5610-5611

Favours fair competition between equally regulated carriers. T.5611

Railway regulations should be relaxed and minimum regulations applicable to railways should be extended to other forms of transportation, including water carriers. T.5612

Favours recommendations of U.S. Presidential Advisory Committee on Transport Policy: (1) competition necessary, (2) strong common carrier system desirable (3) minimum of regulations, (4) licensing, (5) adherence to published rates, (6) opposes discrimination and unreasonable charges. T.5618-21

Railway and coastal shipping should be placed under one regulatory body. T.5632

CANADIAN PULP AND PAPER ASSOCIATION:
MONTREAL. B-71
Membership and activities.
B.71, p.1
Booklets-"Reference Tables"&"Quick Facts" include statistical data on industry. Ex.#87
Booklets - "The Pulpwood Harvest" and "From Watershed to Watermark" describe practical operations of industry. Ex.#88.
Report of Annual Meeting - 1955.
Ex.#180
Membership covers 97% of all pulp and paper manufacturers in Canada. T 3664
Gross value of pulp and paper production is about a billion and a quarter dollars per year, 75% of which is for export.
T.3665
Pulp and paper industry predominantly an export industry.
T.3665
Pulp and paper exports provide 23% of all Canadian exports and 34% of exports to U.S.A. T.3665
Industry employs 65,000 Canadians permanently and 150,000 seasonal workers. T.3665
Opposes any restrictions which might reduce U.K. dollar earning capacity. T.3675
List of members.
Ex.#180, T.3680
Inquiry as to amount of coal used in pulp and paper industry, source and percentage moved by coastal shipping. T.3689

CANADIAN SHIPBUILDING AND SHIP REPAIRING ASSOCIATION:
OTTAWA. B-82,166
Partial text of submission of Association to Federal Government, July, 1944.
B.101, pp.36-38
Statement of aims.
B.25, p.1
Summary of arguments.
B.82, pp.34-35
Hearings. T.216-288
Association not requesting construction subsidies.
T.1508,5767
Nfld. progress compared with rest of Canada. Ex.#166
Article on cost of U.K. cargo ship. Ex.#204, T.4975,5040
Estimate by Mr. J.A.S.Peck of additional costs involved in building ship in Canadian shipyards versus U.K. yard, including tables.
Ex.#206, T.5040-41,5044-50
Detailed explanation of how figures arrived at in Ex.#206.
T.5041-52

CANADIAN SHIPBUILDING AND SHIP REPAIRING ASSOCIATION: (cont'd)
Copy of brief presented by Government of Nfld. to Royal Commission on Canada's Economic Prospects (Chapters I,II, and X) which supplements the background represented by Ex.#166.
Ex.#215, T.5062
Supplementary information regarding waterborne trade of Nfld.
Ex.#216, T.5063
U.S. coastal trade reserved for U.S. vessels increased by about 60% during period 1924 to 1953 while Canadian coastal trade,unreserved, increased by less than 35% over same period.
Ex.#217, T.5063-66,5097-98,5102
List of new construction on order (commercial and naval) in Canadian shipyards as of December 1, 1955.
Ex.#218, T.5066-68
Some U.K. shipyards able to handle new orders and build ships speedily even now according to list of delivery dates quoted by Atlantic Shipbuilding Company, Wales.
Ex.#219, T.5068-69,5077
5095-96,5218
Escrow funds not now limited to construction in Canadian shipyards as inferred in Government of Manitoba Brief No.77.
Ex.#220, T.5069-79
Defence problem should be the central consideration of Commission.
T.5080
Copy of "Janes' Fighting Ships 1955 and 1956" presented for Commission's library. T.5080
Volume of U.S. coasting trade between mainland and U.S. overseas territories. Ex.#233,
T.5332
Argument (presented by Prof. G.E. Jackson). T.5711
Revised volume containing above argument. T.5711-5833
Opposes regional exceptions from general restriction of coasting trade. T.5725
Recommendations suggested by Association will not result in higher freight rates for some time.
T.5725
Favours allowing U.K. registered ships presently engaged in Canadian coastal trade to continue for the remainder of their natural life.
T.5728
Believes that reservation of coastal trade, plus naval and government construction, repair work, and other engineering work will suffice to maintain shipyards in Canada. T.5774

CANADIAN SHIPOWNERS' ASSOCIATION:
OTTAWA. B. 38, 169
Membership. B.38, p.1
Brochure: "Essential Life Line" (concerning labour cost) B.100,p.2
Hearings. T.289-325
Would desire to make representation if Commission proposes to make recommendations regarding deep-sea shipping industry which shipowners have regarded as outside the terms of reference. T.290-291
Opposes coasting restrictions. T.289
Costs of maintaining necessary shipping services and construction facilities for defence requirements should be borne by nation as a whole. T.289-290
Transport Act, Part IV, amended since brief was filed, in such a way as to remove one of the disabilities of coasting industry. (Bill 449, July 11, 1955, Section 33, gives water carriers the right to appeal if they consider that unfair action has been taken to their detriment.)
List of 28 member companies represented (Ex.#5) does not show names of principal shareholders, to be supplied. T.292-293
This information was supplied in a confidential letter to the Royal Commission under date of Nov. 24, 1955, file 82-143.
Dollar earnings of members. T.300-301
Advocates subsidies to shipbuilding industry. T.307
Sources of ships owned by members. T.324-325
Many existing Great Lakes vessels will be less economic after seaway completed. Larger vessels with approximately the same size of crew will be more profitable for carrying grain to Montreal and east and iron ore west from Seven Islands. T.346
Four ships operate under Canadian flag. T.2265
Member companies of Association have spent $24 m. building ocean-going vessels in Canadian shipyards, $15 m. of which came from escrow funds. T.2265
Statement by General Manager, W.J. Fisher, that large Great Lakes carriers engaged in bulk trade, will be in an unassailable position notwithstanding any competition from ocean-going vessels. T.2659
Table showing decline in size of Merchant Marine of Great Britain and Northern Ireland relative to world shipping. Ex.#221,T.5162,5176

CANADIAN SHIPOWNERS' ASSOCIATION: (cont'd)
Limited manpower is one of the factors that will prevent U.K. shipping from expanding sufficiently, on completion of seaway, to dominate Canadian Great Lakes coasting trade. T.5161-63
Difficult to secure U.K. crews to man ships now under U.K. registry. T.5175
Most desirable crews for U.K. registered ships operating in Canadian coastal trade are British or Nordic types. T.5179
Document and discussion enlarging on Ex.#221 comparing Merchant Fleet of Great Britain and Northern Ireland with the total Worlds' fleet. Ex.#230, T.5251-52
Statement comparing operating costs of 10,000 DWT "Park" vessel under Canadian and under U.K. registry.
Statement showing pro forma crew lists and union wages on 10,000 DWT "Park" vessel under Canadian and under U.K. registry. Ex.#191
Argument (Presented by Mr. W.J. Fisher). T.5900
Only justification for restricting coastal trade is for defence reasons; and if such a move considered advisable recommend trade be restricted to Canadian-owned and Canadian or Commonwealth operated and registered vessels. T.5917-5918
Shipbuilding industry should be maintained by a government sponsored shipbuilding program for the ocean-going part of shipping industry. T.5918

CANADA STEAMSHIP INSPECTION:
Refusal to licence five converted corvettes with cast iron crankshafts owned by Kent Lines Ltd. T.5295-96
When introduced in Nfld., such confusion resulted that Board of Transport Commissioners modified regulations. T.5365-66
Nfld. feels that if Canada Steamship Inspection mandatory then marine slipways should be provided for inspection and repairs. Ex.#236, p.4

CANADIAN SHIPPING AND MARINE ENGINEERING NEWS:
TORONTO. B.12, 144
Published monthly with circulation of 2100. T.4627
One of 30 business periodicals published by Maclean-Hunter Publishing Co. T.4598

CANADIAN SHIPPING AND MARINE ENGINEERING NEWS: (cont'd)

Has consistently approached national problems from national view point since inception 69 years ago. T.4598

Canadian shipbuilding industry can design and build vessels which, except for cost, compare favourably with those of any other country. T.4603

If Canadian coastal restrictions issue is one for monetary consideration only, then same principle should be applied to other Canadian industries. T.4604-05

If coastal trade not restricted, Canadian ships may disappear, and our shipping demands will be met by foreign ships at their price. T.4606

No guarantee that present cost differential between Canadian and British ships will remain forever. T.4606

If Canadian ships disappear, Commonwealth ships could establish a complete monopoly, because they are not subject to Canadian controls on rates or services. T.4607

Shipping services must be subject to Canadian control because it is essential, in interest of Western grain producers, that ships be available for full duration of season on inland waters. T.4608

Recommend Canadian coasting trade be restricted to Canadian-built ships of Canadian ownership and registry. T.4610

Recent history has emphasized necessity of maintaining shipbuilding facilities in Canada. T.4610,4613

Opposes direct subsidies. T.4611

Restriction of coastal trade alone not sufficient to maintain shipbuilding facilities at strength required for rapid expansion in wartime. Other supplementary aids would be needed. T.4612

Some areas might suffer as result of protection therefore suggest limited exemptions would be preferable to refusal to recommend coastal restrictions in principle. T.4614-15

Nfld. a possible case for exemption from restrictions. T.4614-15

Great Lakes not international water in same way as seven seas, therefore restrictions are a purely domestic matter. T.4614-17

CANADIAN SHIPPING AND MARINE ENGINEERING NEWS: (cont'd)

United Kingdom and other non-Canadian briefs should not be considered in reaching a decision. T.4615-16, 4621

Definition of flag discrimination. T.4618

Lord Waverley,(Chairman, Port of London Authority) said, "Other Commonwealth ships should leave Canada's coastal trade alone". T.4618-19

Restriction the only practical way by which coasting trade can be protected against low-cost competition. T.4623

If coastal trade not restricted, an influx of U.K. registered ships may be expected in Great Lakes area on completion of seaway. T.4628-29

If status quo is retained after seaway opens increased competition may be expected in bulk carrier and package freight trade. T.4628

U.K. shipowners likely to seek increased trade in lakes when it becomes practical to do so. T.4632

New large Canadian bulk carriers will not suffer too much from competition for some time. T.4632, 4634

Low transportation costs vital to economy, but should not be low enough to put Canadian transportation industries out of business. T.4638

Canadian shipping costs will go down after completion of seaway, even if Canadian coasting trade restricted. T.4640

If Canadian fleets disappear and foreign ships find more profitable markets elsewhere Canadian produce will have no priority in receiving service T.4644

Letter describing freight rate competition between Canadian and U.K. ships, forecasts U.K. competition for Canadian bulk carriers. Ex.#184

Argument(presented by Mr.E. Axelson). T.5693

Emphasizes the growing participation of U.K. ships in Canada's coastal trade. T.5696

Urges that a national maritime policy be formulated. T.5697-98

CANADIAN VESSELS CONSTRUCTION ASSISTANCE ACT:

Provides that new vessels built in Canada may be written off by accelerated depreciation in 3 years. T.1973

CANADIAN VICKERS LIMITED:
MONTREAL. B.81, 164
Activities. B.81, p.1
Wage rate paid to journeymen $1.63 per hour, 2 cents an hour more than rate paid in Maritime yards. T.1522
Company tenders higher than those submitted by Maritime yards. T.1522
Labour organizations: skilled personnel represented by Quebec Federation of Labour, unskilled by Federation of Catholic Syndicates. T.3633
Employed 2000 in 1950, and 1200 in 1955. T.3649
Anticipate serious lay-offs on completion of naval contracts. T.3649
Financial Post statement including history and particulars of company. Ex.#138, T.4194-95
Statement of share holdings. Ex.#139, T.4195-96
50% of profits earned by Engineering Division and 50% by Marine Division, but dollar value of sales of shipbuilding to engineering is in ratio of two to one. T.4196
Recommends that coasting trade of Canada be reserved for Canadian registered and built ships. T.4194, 4248
Numbers and types of ships built between 1911-1954 and number under construction on October 12, 1955. Ex.#140, T.4197
Description of Marine Drawing Office as distinct from Naval Central Drawing Office. T.4200-02
Effect of tapering-off of naval program on turnover of technical staff. Ex.#141, T.4201-05
Company employment statistics. Ex.#141,142,143,144. T.4201-05, 4215-16, 4221-23
Special nature of skills required in shipyards. T.4206-13, 4270-73
Shipbuilding contracts include Government orders, foreign orders and naval orders. T.4217
1800 employees essential to maintain an effective shipbuilding plant. T.4225-31
Most repair work is on Canadian-owned ships. T.4233-35
There will be distress in company shipyards if status quo maintained when seaway opens. T.4235-36
Argument for restriction based on question of national defence. T.4240, 4251-57

CANADIAN VICKERS LIMITED: (cont'd)
New ship construction of coasting vessels could make difference between health or decay in shipyards. T.4245
Reactions to subsidy proposal. T.4249-51, 4251-61
Reactions to tariff proposal. T.4261-63
Article on cost of U.K. cargo ships cited by Mr. J.A.S. Peck Ex.#204, T.4975, 5040
Additional cost involved in building ship in Canadian shipyard versus U.K. yard, including tables.(Mr. Peck). Ex.#206, T.5040-41,5044-50
Detailed explanation of figures arrived at in Ex. #206. T.5041-52

CANADIAN WESTINGHOUSE CO. LTD.:
HAMILTON. B.60
Canadian incorporated company. T.4538-39
70% to 80% of shares held by U.S. corporations and 20% by Canadian stockholders. T.4539
Manufactures and supplies electrical equipment to Canadian shipbuilding industry. T.4539
Recommends reservation of coastal trade to Canadian-built and registered ships. T.4540
Feels that a strong shipping and shipbuilding industry is necessary in Canada for purposes of defence, and as link in national integrated transportation policy. T.4543, 4552-53
Ships comparatively small quantities of products by water, therefore increased rates resulting from restrictions of coastal trade would have little effect on industry. T.4453-54
Company sells f.o.b. warehouse, location or factory. T.4558
Inquiry as to selling prices of Westinghouse goods in Montreal, Nfld., etc. T.4559-62
Availability and dependability of Canadian shipping more important than cost. T.4561, 4563
If coastal trade not restricted, U.K. competition in Great Lakes bulk trade will increase. T.4563-67
On completion of seaway shipping industry will develop an efficient ocean-going, lake-type bulk carrier. T.4566
Skills employed by manufacturer differ considerably from skills employed by user or assembly industry. T.4568

CANADIAN WESTINGHOUSE CO.LTD.: (cont'd)
Company took 4½ years to develop skills and designs necessary for its contribution to Canada's naval shipbuilding program. T.4569-71
Company feels its experience in acquiring skills pertaining to shipbuilding illustrates the importance of not allowing shipbuilding industry to decline. T.4571
Employs no group of electricians capable of wiring a ship. T.4571
Company's electrical and electronic engineering developments used in construction of navy ships could be scaled down to meet less stringent requirements of merchant ships. T.4572-73

CANADIAN WHEAT BOARD:
Creates differences in the selling price of wheat as between Fort William and Vancouver in order to equalize flow of wheat through these two ports. T.2513-14
Eliminates fluctuations in price of wheat on domestic market, and affords protection to western farmers. T.2550-51
Handles all wheat transactions whether for export or domestic market. T.2586
Description of procedure involved in exporting wheat and other grain through the Wheat Board from Prairie Provinces to U.K. T.2742-54
Description of operation of vessel agent and broker in moving grain from the prairies. T.2754-66
Ocean grain freight rates over a series of years. (Mr.Rowan) Ex.#181

CANALS:
Chicnecto Canal advocated. B.15, pp.2-3
St. Lawrence canals and their bearing on industrial development in Great Lakes basin. B.28, p.3
Treaty of 1871 between U.K. and U.S.A. concerning use of Welland and other canals. B.28, p.11
Capacity of Welland Canal. B.44, p.2
St. Lawrence canals and volume of traffic. B.80, pp.1-3
B.80, Ex. 5
Traffic saturation in Welland Canal. B.80, pp.8-9

CANALS: (cont'd)
Traffic through Welland Canal, 1928-53. B.80, Ex.4
Government expenditures and revenues. B.87, p.3
Lachine Canal. B.89, p.10
Traffic East-West and West-East. B.89, p.12
Portland Canal. B.98, p.1
Chicago Drainage Canal, possibility of transportation of British built ships into Great Lakes. B.82, p.15
Welland Canal has reached its capacity. T.456,478
It takes 12-14 hours, generally, for ship to pass through Welland Canal. T.456
It takes 22 hours for a big ship to pass through Welland Canal. T.458
If fleet were reduced in number, it would lessen traffic congestion in canal.
Foreign vessels in Welland Canal a nuisance, because they move too slowly. T.479
Maritime Marine Worker's Federation (Halifax District) supports construction of seaway and urges construction of Chignecto Canal as a part of seaway project. T.1161
Chignecto Canal, alleged to be feasible at a cost of $20 m. T.1219-21
Chignecto Canal would save time for ships coming down St. Lawrence River, and would provide access to natural resources on north shore of New Brunswick, where smelters could be situated. T.1514
Welland Canal, estimates as to capacity vary from 20 m. tons a year to 46 m. T.1871
Lynn Canal. T.2255
Welland Canal, maps. Ex.#102, T.3814
Welland Canal, records showing time lost by Canada Steamship Line vessels waiting to enter Welland Canal and time required to navigate canal. Ex.#103,-108, T.3817-19
Welland Canal, annual movement of traffic 1932-1954. Ex.#109, T.3819
Welland Canal, history and description. Ex.#153.
Soo Canals, 80 feet wide. T.5032
Welland Canal, average time lost by Canada Steamship Line vessels was 12 hours each way in 1955. T.5012
Canso Causeway, its construction has caused shipowners considerable inconvenience and expense. T.5290

CANALS; (cont'd)
Canso Causeway likely to cause ice jams in spring and delay entrance to Northumberland Straits by 3 to 4 weeks. T.5292
Chignecto Canal: booklets, "The Story of the Chignecto Barrier", "The Voice of The Maritimes" and "The Case For The Chignecto Canal". Ex.#196
Canso Causeway disadvantages T.5290-2

CAP DE LA MADELEINE, CITY OF, P.Q.: B-145
Port facilities at Cap-de-La Madeleine described as inadequate. Ex.#76-77, T.3055-63.

CAPE BRETON ASSOCIATED BOARDS OF TRADE:
Consist of 14 Boards. T.1096
Associated Boards oppose any restrictions which would adversely affect coal and steel industry of Cape Breton.

CASHIN VS. THE KING:
Interpretation of Customs Act of Canada and definition of "foreign ship". B.49, p.4, T.2976

CEMENT:
Shortage of cement in many parts of Canada, particularly in the West. T.1752

CHAMPLAIN DRY DOCKS:
LAUZON, P.Q.
Property of Canadian Government. T.2885

CHARLOTTETOWN, P.E.I.
Hearing. T.1350-1430

CHARTERING SHIPS:
Cannot charter ships in time of emergency. T.2813
See: Defence and Shipping.

CHEVRIER, HON. L.:
Potential savings in transportation of grain when seaway completed. B.90, p.3
Sale of Canadian ships abroad - 1953. B.101, pp. 28-29
Shipping policy, 1949. B.101, p. 39
Address to Canadian Association of British Manufacturers and Agencies, Toronto, April 15, 1955, on St.Lawrence Seaway -

CHEVRIER, HON. L.: (cont'd)
what remains to be accomplished; what we have done thus far; what traffic is likely to ensue; and economic benefits to be derived therefrom. File 80-1
Quotation from address to Canadian Club Edmonton, September 6th, 1955. T.4770-71
Speech in Winnipeg, September 1955, on traffic pattern after seaway is completed and competition between lakers and ocean-going ships. T.5597-5600

CHILE:
Maritime protective policy. B.101, p. 58

CHINO SHIPPING LIMITED:
ST. JOHN'S, NFLD.
Services between Montreal, Nfld., and Hudson Bay. B.56, p. 28
Company incorporated in April, 1955. T.813
Operates scheduled services between Montreal and Goose Bay, beyond that operations are unscheduled. T.814
Operates Canadian and British ships under charter. T.814
Costs 50¢ to 60¢ per ton charter time per day for a British ship and approximately $1.00 for a Canadian ship. T.816
No Canadian ships available of the size of the chartered British vessels. T.816
Canal type lake-boats not suitable for services rendered by this company. T.817
Differences in operation cost between Canadian and British ships ascribed to higher capital cost, higher depreciation rate, and heavier insurance costs and not wages. T.818-19
Exclusion of British ships would lead to higher freight rates and probably cargo could not be shipped. T.819
Construction cost of Canadian ship for above services higher by 25% than cost of British ship. T.821
German-built ship chartered in 1954 for oil traffic between Nfld. and Toronto because it was cheaper to operate. T.823
Canadian ships more suitable for operations in Hudson Bay because strengthened against ice. T.825
Canadian ships more expensive because they can operate only during navigation season and are unable to compete internationally for remainder of the year. T.827

CHIMO SHIPPING LIMITED:
Gillespie-Munro Limited, Montreal agents of Chimo Shipping.
T.3400

CHURCHILL, SIR WINSTON:
Shipping experiences during World Wars. B.80, pp.3-4
Canadian contribution to war effort, 1941. B.82, p.5

CLARKE STEAMSHIP CO., LTD.:
MONTREAL. B-68
Associated with:
Terra Nova Steamship Co. Ltd.
Gulf Ports Steamship Co. Ltd.
La Cie de Transport du Bas St. Laurent Ltee.
Magdalen Island Transportation Co., Ltd.
La Traverse Riviere-du-Loup-St. Simeon, Ltee.
Services between Montreal-St.John's, Nfld.
B.56, p.27; B-68
References to Company. T.2981-97
Advocates restriction of coastal trade to Canadian-registered and Canadian-manned vessels, but not to Canadian-built vessels, and recommends amendment of Section 22 of Shipping Act to comply with above restrictions.
T.3437, 5503-04
Description of growth and expansion of company.
T.3439-49
Company rate changes in shipping service to Nfld., 1949-55.
Ex.#80, T.3457, 3594-97
Graph showing fluctuations in freight rates, 1949-54
Ex.#81, T.3459
Graph showing fluctuations in ocean charter rates 1949-54.
Ex.#82, T.3460
Impractical for shipping lines maintaining published rates to depend on chartered ships, when charter market erratic.
T.3461
Retail prices in relation to freight charges at St. John's, Nfld., on September 20, 1955.
Ex.#83, T.3467-68
"Cargo carried by Clarke Steamship Company Limited and Associated Companies during 1954 In Net Weight Tons".
Ex.#84, T.3470
If U.K. ships continue to operate in coasting trade Canadian shipping will disappear.
T.3472

CLARKE STEAMSHIP CO.LTD.: (cont'd)
Without restriction of coastal trade a Canadian company could operate by owning and chartering U.K. ships but handicapped by: (1) administrative difficulties (distance from U.K.), (2) investment subject to U.K. control, (3) U.K. flag vessels under control of U.K. government, (4) high fluctuations in charter rates.
T.3472-73, 3575
Employs 375 Canadians during navigation season and retains 120 during winter for West Indies service. T.3474
Operates in Gulf of St. Lawrence until freeze-up in winter- 1 ship operates from Pointe au Pic on north shore of St.Lawrence, 2 ships between Halifax and St.John's, Nfld., and the larger ships operate in West Indies. T.3474
Spends $900,000 per year in wages, and employees pay income tax of about $56,000. T.3474
Spends about $200,000 per year in Canada for stores and replacements and $350,000 for repairs and overhauls. T.3475
Spends total of $1,500,000 per year in Canada for stores, repairs and wages, whereas U.K. ships would spend very little in Canada on these services. T.3475,3606
Suggests U.K. owners operating vessels in Canadian coastal trade have unfair advantage over Canadian ship owners because they are exempt from Canadian income tax.
T.3475-76
Would continue to permit ship owners to build ships anywhere in British Commonwealth. T.3481
Cannot afford to operate Canadian-built ships in international trade during winter months, because of burden of depreciation, interest and insurance on high cost Canadian ships. T.3481
Favours support of Canadian shipyards and recommends (1) assistance to operators to build in Canada by continuation of Canadian Vessel Assistance Act, (2) government loans with low interest rates, (3) allowable depreciation of 110% on cost, (4) construction subsidies, (5) amendment of Section 54 of Customs Act regarding ship repairs and modifications made outside Canada.
T.3483-88, 5543
Opposes any difference in the treatment of different Canadian regions.
T.3489-95,5503-04

CLARKE STEAMSHIP COMPANY LTD.: (cont'd)
Statement of breakdown of "Freight Dollar on Service, Montreal to St.John's", (1) based on 1954 operations of a Canadian ship and a British ship, (2) based on distressed rates. Ex.#85,86,176.
T.3497,3507
Inquiry as to vessels owned, chartered and operated during 1954 and 1955.
T.3542,3583,3620
Inquiry as to published tariffs from 1949 to 1955. (These tariffs were duly submitted but are too extensive for reproduction)
T.3543
Did not operate to St.John's until 1946. T.3553
Total cargo carried amounted to 363,500 tons in 1954, 120,240 tons of which was to or from Nfld.
Ex.#84, T.3561
Review of steps taken in preparing calculations (working papers) for Exhibit 85.
Ex.#176, T.3562-73,3611
Would not oppose restriction of coastal trade to Canadian-registered and Canadian-built ships.
T.3582
Receives no subsidies on services to Nfld. T.3583
In off-season some ships are put out to time charter on regular liner service and others "tramped" in international trade on an f.i.o. basis or time charter rate.
T.3584
List of company's services subsidized and subsidies paid appears in "Public Accounts".
T.3583
30% of cargo carried from Montreal to Nfld. originates by rail.
T.3595
Through rates with Canada Steamship Lines or railways are divided equally between carriers and lower than combination of local rates. T.3596-99, 3606
Rates are based on a differential below the all-rail rate.
T.3601
Operate "Gulfport" and "Patricia Sweeney" between Montreal and Cornerbrook, and the "Novaport" and "Sheldrake" between Montreal and St.John's. (in winter "North Coaster" from Halifax and Saint John to St.John's.) T.3606
Purchased "Gulfport" and "Novaport" (ex-German ships) at auction in Canada for $300,000 each.
T.3606
"Gulfport" and "Novaport" owned by subsidiaries, "Patricia Sweeney" is a hired vessel and "Sheldrake" is a time chartered British vessel.
T.3609-.

CLARKE STEAMSHIP COMPANY LTD.: (cont'd)
No fear at present of U.K. competition in St.Lawrence North Shore coastal trade, (except between Montreal and Seven Islands)
T.3617-18
Operates and manages five independent Canadian-owned shipping companies. T.3619-3620
Argument (presented by Mr. B.F. Clarke). T.5503
Mainly engaged in package freight trade. T.5516
Recommends amendment of Section 54 Customs Act, to include major alterations of vessels made abroad and extension of period to five years. T.5543
British ship-owners should be required to give a bond to the Registrar of Shipping for security purposes. T.5551
British ship-owners should be subject to tax in same way as Canadian ship-owners.
T.5551
Company would not object to being licensed under the Transport Act provided licensing would apply to all coastal ships. T.5560
Subsidies received by Company in 1954 amounted to more than one million dollars. T.5663

CLASSIFICATION SOCIETY:
Might develop a system of weight distribution for Atlantic crossing by a laker. T.2922

COAL:
Employment of self-unloading vessels would save about $1.40 per ton. T.850
Coal industry in Cape Breton, already in difficult financial position, could not absorb additional costs of transportation. T.1102
Difficulties of coal industry cannot be solved by using British ships. T.1179
Canada uses 40 m. tons of coal annually and preference should be given to supplies from Canadian mines. T.1179
Coal industry in Cape Breton could be improved by further mechanization. T.1560
Newfoundland Coal Co. T.829
Montreal Shipping Co. carries coal from Sydney to St.John's after St.Lawrence River freezes.
T.835-36
Canadian ships not available to carry whole requirements and therefore any restriction on coastal trade would raise freight rates. T.838-40

COAL: (cont'd)

Rates charged by Canadian ships are 25¢ to 50¢ per ton higher than rates charged by British ships. T.841

Newfoundland Coal Company handles 60 to 70 thousand tons of coal per year. T.842

Loading facilities at North Sydney described by one informant as inadequate. T.845

Newfoundland Coal Company also imports coal from the United States T.846

Coal traffic on Great Lakes. B.80, pp.21-23

Freight rates on coal on Great Lakes. B.80, p.23

British participation in coal shipments from Cape Breton. B.82, p.14

Dominion Coal and Steel Corporation, Ltd., Sydney, N.S., shipments of coal, 1953-54. B.100, p.61

Activities of Algoma Steel Corporation, Ltd. B.106, pp.1-4

Imports of coal through Port of Three Rivers. B.100, p.3

Trades and Labour Congress would consider exemption from restrictions of British bottoms carrying coal up the St.Lawrence but would have to be convinced. T.215

Use of self-unloaders in Great Lakes. T.432

Cost of transportation of coal down Great Lakes and St.Lawrence River may diminish with completion of seaway and use of larger ships. T.445-6

Coal trade down St.Lawrence River to Montreal declining. T.449

Transportation of coal unprofitable because of American competition and high cost of repairs on self-unloaders. T.460-61

N.M. Paterson & Sons Ltd. finds margin of profit in coal traffic very small. T.472

N.M. Paterson & Sons Ltd. carry coal from Sydney, N.S. to Kingston, Montreal and Three Rivers. T.473,482

Sales of Nova Scotia coal in lower St.Lawrence now 25% of peak sales. T.493

Transportation of coal from Nova Scotia to Montreal in British ships. T.3005-06

Inquiry as to amount used in pulp and paper industry, source, and percentage moved by coastal shipping. T.3687

COAL: (cont'd)

Legislation governing coal subventions paid to Dominion Steel and Coal Corporation, Sydney,N.S. to equalize water rates to Port of Montreal. Ex.#90,91,92. T.3694-95

United States ships carrying ore west from St.Lawrence ports via seaway to U.S. Great Lakes ports may return eastward with coal to Montreal. T.4676

Method used by Canada Steamship Lines to obtain coal cargoes. T.3879

Canada Steamship Lines carried coal and ore to Steel Company of Canada, Hamilton, Algoma Steel Company, Sault Ste.Marie, and Canadian Furnaces, Port Colborne. T.3877

U.K. registry ships are used to move coal from Sydney to Montreal. T.4296

Algoma Steel Corporation Limited brings most of its coal from Company-owned mines in West Virginia. (1,600,000tons in 1955). T.4418-19

Restriction of coastal trade would jeopardize Maritime coal industry, benefit U.S. coal industry and increase cost of steel in Sydney. T.5403

Dominion Coal Board Act, P.C. 1955-367, P.C. 1954-685, governing coal subventions to Dominion Coal and Steel Company, Nova Scotia. Ex.#90,91, & 92

COASTING TRADE:

Viewed as domestic problem only. B.12, pp.2-4; B.73, p.3;B.89,p.2

Volume of coasting trade and registry of ships. B.38, p.1, para.1-2; B.89,pp.4-5 B.82, p.40

Related to shipbuilding industry. B.77, pp.8-10, B.79, p.11

Importance in time of war. B.79, pp.10-11

Differences between Canadian and U.S. legislation and its consequences. B.80, p.9

Role of U.K. vessels. B.82,pp.9-10

Percentage of cargoes carried by ships not registered in Canada. B.82, p.14

Limited future expansion of Canada's coasting trade. B.82, pp.15-17

Comparison of growth of coasting and international trade with growth of physical volume of gross national product. B.82, p.45

COASTING TRADE: (cont'd)

Control of shipping capacity and rates under Transport Act. B.87, pp.2-3

Definition. B.89, p.4

Traffic east-west and west-east. B.89, p.12

Anticipated impact of unrestricted foreign participation on Canadian shipping, shipbuilding and ancillary industries. B.99, p.10

Laws governing coastal and inland shipping. B.101, pp.42-53

In view of virtual disappearance of Canadian deep-sea fleet, coasting shipping assumes new significance for Canadian shipyards. B.103, pp.11-12

Employment. B.89, p.5

Comparison with other means of transportation in Canada. B.89, p.9

Foreign competition increasing. B.89, pp.6-7

Protection of coasting shipping an essential condition for an integrated transportation policy. B.107, pp.5-7

No real threat to Canadian coasting shipping on completion of seaway. B.77, pp.5-8

Linked with international trade. T.295

Will increase in future because of increased population and greater movement of iron ore. T.1656-57

Present legislation has given U.K. yards effective protection against competition from other countries for Canada's coasting shipbuilding contracts. T.1970

Non-Canadian competition 5.5% in 1953, 7.5% in 1954. T.2815

Maintenance of Canadian merchant marine essential for defence & for external & internal trade. T.2831-4

U.K. share of Canadian coasting trade increased 5 to 7½% in 1954 over 1953. T.2841

Further increase in U.K. competition expected on completion of seaway. T.2843

U.K. participation in coasting trade. T.2841

U.K. participation in iron-ore carrying trade. T.2842

Recommend restriction of coasting trade to provide stability of employment and maintain shipbuilding industry at 50% of wartime level. T.2879-82

Favour restriction of coastal trade to vessels built and registered in Canada. T.2894

COASTING TRADE: (cont'd)

Effect of restricting coasting trade on shipbuilding and shiprepairing industry. T.2954

Defence of Canada - chief reason for restriction of coasting trade. T.2907,2960

Effect of coasting trade restrictions:- On shipbuilding. T.2911-14 2931-4, 2941-2, 2963-4

On transportation costs. T.2908-10

On shipbuilding on west coast. T.2941

On shipbuilding on east coast T.2942

Restrictions of coasting trade should apply to whole of Canada. T.2968

Cashin vs. The King.(4-DLR), p.547 1935 T.2976

U.K. ships should be considered foreign ships. T.2976

Reasons why St.Lawrence Shipowners Association favours restriction of coasting trade. T.2977

Competition of British vessels in "small vessel" trade in eastern waters. T.3004-11

Regulation recommended to ensure survival of Canadian shipping and shipbuilding industries. T.3081

Advocates surcharge on cargoes carried by U.K. ships in Canadian coastal trade, and by non-Canadian ships trading between Canada and U.S.A., in order to bring cargo rates in line with Canadian rates. (Mr.Mooney). T.3094-3100

Opposes restriction to Canadian-built and registered ships as water shipping should be freely available to all. (Mr.Mooney). T.3101

Oppose restriction of coasting trade as possible hindrance to Canadian exporters (1)foreign ships should be allowed to earn dollars and maintain trade with Canada (2)foresee monopoly for Canadian shipowners resulting in higher rates detrimental to exporters, (3)subsidy assistance to shippers and shipbuilders, if necessary, would not handicap Canadian exporters. T.3116, 3127

As 65% of present canal boats are from 35 to 45 and even 60 years old, they may be scrapped on completion of seaway and unless coasting trade open to foreign ships there will be shortage of ships. T.3171

Shipbuilding Conference of the U.K. recommends maintenance of status quo. T.3202

If coasting trade is restricted to Canadian-built and owned vessels U.K. will lose chance to earn dollars. T.3204

COASTING TRADE: (cont'd)

Restriction of coasting trade to Canadian-built vessels, on completion of seaway would mean increased business for Canadian shipyards and marine industries. T.3234

Recommend restrictions to Canadian-built and registered ships because, on completion of seaway, lake vessels may not only be built in Europe but return there for repairs. T.3238

On completion of seaway, if coastal trade open, Canadian Marconi Company anticipates decrease in business because (1) foreign ships carry own wireless equipment, (2) fewer Canadian ships. T.3252

Restrictions would result in increased freight rates. T.3311

Aluminum Co. of Canada plants are so situated that if coastal shipping not available they would ship by rail. T.3316

Saguenay Terminals Ltd. engage in occasional coasting trade (Fluorspar from Nfld. to Port Alfred, coal from Sydney to Montreal). T.3332

Saguenay Terminals Ltd. use their own U.K. registered ships for coasting trade. T.3337

Questionable if U.K. ocean-going package freighters (10,000 tons) will operate in Great Lakes on completion of seaway because of (a) success of specialized lake carriers, (b) shore facilities equiped with loading and receiving equipment designed for lake carriers. T.3351-54

Guy Tombs Limited recommends no change in present coastal shipping laws. T.3280, 3356-57

Saguenay Terminals recommend no change in present coastal shipping laws. T.3356-57

Gillespie-Munro Limited favours status quo in coasting trade until the development of the north is an assured fact. T.3397-98

Clarke Steamship Co. Ltd. advocates restriction of coasting trade to Canadian-registered and Canadian-manned vessels, but not to Canadian-built vessels. T.3437

Nfld. coasting trade has felt greatest impact of competition from U.K. ships. T.3438

If U.K. ships continue to operate in coasting trade Canadian ships cannot compete because of cost differential. T.3472

COASTING TRADE: (cont'd)

Without restriction, Canadian shipping company could operate by owning and chartering U.K. ships, but with certain handicaps: (1) administrative difficulties (distance from U.K.), (2) investment subject to U.K. control, (3) U.K. flag vessels under control of U.K. government (4) high fluctuations in charter rates. T.3472-73

S.D. Clarke states the case for restriction: (a) employment (b) seamen's wages spent in Canada (c) income tax on seamen's wages (d) Canadian suppliers benefit by providing stores, repairs and overhauls, (e) income tax on Canadian company's profits, (f) nucleus of shipping and shipbuilding maintained for defence purposes, (g) suitable ships essential to supply northern developments, (h) reliability of service. T.3473-76

U.K. owners operating in Canadian coastal trade have unfair advantage over Canadian ship owners because they are exempt from Canadian income tax. T.3475-76

If restricted to Canadian registered vessels there might not be enough eligible ships to handle cargo immediately: suggest that licenses be issued to U.K. ships during transitional period. T.3479

If restricted to Canadian-registered ships Clarke Steamship Co. Ltd. feel certain they can provide adequate service along north and south shore of St. Lawrence River and to Nfld. T.3477

Lake ships have been satisfactory in northern waters, but if coasting trade restricted to Canadian-registered vessels, suitable ships must be built for northern service. T.3478

Clarke Steamship Co. recommends that whatever decision is made concerning coastal trade it should not be on a regional basis. T.3489-95

Unless reasonable protection of coastal trade promised Clarke Steamship Co. cannot afford to make expensive dock improvements at St. John's, purchase new ship for Newfoundland run, and smaller vessels for north and south shore trade. T.3522

If coasting trade restricted to Canadian-registered vessels Clarke Steamship Co. would recommend uniform application throughout Canada with special consideration for Furness-Withy Line serving Newfoundland. T.3538-40

COASTING TRADE: (cont'd)

Ocean-going ship operating in coasting and international trade can build up reserves by charging high ocean rates, whereas ship operating solely in coasting trade is prevented by C.N.R. tariff ceiling from building reserves. T.3577-78

Clarke Steamship Co. would not oppose restriction to Canadian - registered, and Canadian-built ships. T.3582

Unfair competition might be eliminated if U.K. registered vessels operating in coasting trade required to pay Canadian wages, but such a law difficult to enforce. T.3585

Clarke Steamship Co. at present does not fear U.K. competition in St. Lawrence North Shore trade (except between Montreal and Seven Islands). T.3617-18

U.K. crews not so good as tried Canadian crews under rugged conditions on North Shore runs. T.3617-18

Northern trips (e.g.Goose Bay) are not risky operations for shipowner because Canadian government charters ship, pays set rate per day, and arranges for loading and unloading. T.3619

Quebec Federation of Labour recommends restriction of coasting trade to Canadian-manned, registered and built vessels. T.3631

If restricted to Canadian-built vessels, foreign-built ships registered in Canada at time restrictions instituted should be permitted to continue in coastal trade. T.3643

Manchester Lines built 3 ocean-going lake freighters,(Manchester Pioneer type) for use in international trade but could use them at any time to compete with lake carriers in coastal trade. T.3641, 5186-87

The forty to fifty non-Canadian ships operating in coastwise trade originating from Maritime Provinces represent loss to Canada: (1) 2000 Canadian seamen precluded from jobs, (2) ships' drydock and repair outside Canada, (3) ships provision outside Canada, (4) crews spend only small cash advance in Canada. T.3650

Protected coastline for shipping is rule in many countries, while unprotected coastline a rarity (United States, Australia, New Zealand, Chile, S.Africa) T.3651

COASTING TRADE: (cont'd)

Montreal Trades and Labour Council recommends restriction of coasting trade to Canadian-manned and Canadian-built ships. T.3652

On completion of seaway U.K. ships will compete successfully with Canadian lakers in bulk goods trade. T.3660

U.K. constructing ships suitable for Canadian coasting trade. T.3661

Restrictions might cause higher water rates and consequently higher rail rates. T.3677

20% of pulp and paper industry's tonnage carried in Canadian bottoms in coasting trade. T.3681-82

Shipping Federation of Canada recommends that present coasting laws remain unchanged. T.3736

Restrictions would mean loss of satisfactory U.K. shipping service and no assurance that enough Canadian shipping would be available. T.3737

On completion of seaway larger U.K. ocean-going package freighters will not be threat in Great Lakes coasting trade because- (1) designed primarily to carry cargo speedily from Lake ports overseas. (2) uneconomic to load and unload limited quantities of coasting cargo. (3) license required from Board of Transport Commissioners. T.3738,3764, 3769

Doubtful if U.K. ocean-going tramp ships could compete with large specialized (lake) bulk freighters on completion of seaway. T.3739, 3769

Restrictions would prevent U.K. from earning dollars and promote possible monopolistic practices. T.3739

Explanation of Ex.#94, listing Shipping Federation of Canada members involved in coasting and international trade. Ex.#212, T.3740-47

Statement showing names, tonnage, registry, place of construction, of vessels entered in Shipping Federation of Canada and engaged in coasting trade. Ex.#173, T.3749

If U.K.-built ships excluded, doubtful if Canadian shipowner would build ship for deep sea coasting service in Canadian shipyard without assurance of profitable employment during entire year. T.3767

COASTING TRADE: (cont'd)

U.K.-registered ships moving ore from Labrador to American Lake ports via seaway not likely to pick up grain at Lakehead on return because of (1) short ore moving season, (2) shipper's commitments to meet urgent steel refinery needs, (3) ore carriers time chartered to steel companies not free to carry other cargo. T.3777-78

No restrictionson coasting trade in Baltic and Mediterranean. T.3787-88

U.K. coasting trade open to ships of all flags. T.3788

Coasting trade of Sweden, Norway, Denmark, Germany, Belgium, Holland, and Italy open to U.K. ships. T.3788

U.K. shipping interests, keen to participate in coasting trade once seaway opened, are considering the design of most suitable ship. T.3795-96

Coasting trade should be reserved for ships built and registered in Canada. T.3797, 3835, 4197, 4248, 4308, 4311

Protection would not interfere with Britain's capacity to buy Canadian goods, (CSL). T.3803-05

Unique capacity of Upper Lakes fleet to handle bulk cargoes quickly and at short notice is good reason for protection. T.3813

If coasting trade restricted, lake operators will use more large upper lakers, fewer small vessels and congestion in Welland Canal will be relieved. T.3819-20

Water transportation rates on Great Lakes are reasonable and fleet is efficient as a result of keen competition of shipowners. T.3821-22

Control of coastal trade might pass to U.K. ships unless Canadians given protection. T.3824-25

10 year building program of 737,000 tons of new coasting ships for Canadian shipbuilders estimated if coasting trade restricted to Canadian-built and registered vessels. T.3862-73

Regulations governing registration of British ships and coasting laws should be similar to Canada's Air Regulations for U.K. commercial lines. T.3828

Small canallers will still be used for carrying some bulk cargo after seaway opened. T.3858

U.K. tramps may undercut for bulk cargoes when seaway opened. T.3918-28; 3889-90

COASTING TRADE: (cont'd)

Shipping on Great Lakes at present extremely competitive. T.3939

Fluctuations in world shipping conditions will affect amount of competition in Great Lakes on completion of seaway. T.3961-62

Favour regulation and control which will give both benefits of competition and regular dependable service. T.4037-38

C.P.R. opposes restriction which would require operators engaged in coastal trade to purchase ships in Canada. T.4047-48

C.N.R. position in respect to operation of British ships in Canadian coastal trade. T.4095-100

36 British ships entered Canadian coasting trade in 1954. T.4217

Water transport, like railway and air transport, should be operated by Canadians. T.4309, 4317-18

Canada should be self-supporting in coasting trade. T.4350-52

Recommend restriction of coastal trade, particularly in Great Lakes, to ships now registered in Canada or which may in future be built in Canada. T.4369-70

Canada's coasting trade problems would not be solved by subsidies. T.4371-72

Policy applicable to U.S. trade in Great Lakes would be suitable for Canada in Great Lakes trade. T.4387

Control of coasting trade by foreign ships after seaway opens would result in unemployment in Owen Sound area. T.4410-13

Protection of coasting trade will prevent weakening of whole Canadian shipping industry. T.4433

Lake shipping, shipbuilding and ship repairing industries must be protected from low cost foreign competition in order to survive. T.4438

Unless coasting trade restricted when seaway completed, laker-type ships may be built in U.K. and work of Great Lakes shipyards reduced to ship repairing. T.4455

Slack periods in Canadian ship building industry would not have been so long if coastal trade had been restricted to Canadian-built ships. T.4454

COASTING TRADE: (cont'd)

Loss to U.K. shipping and shipbuilding industries would be comparatively light if coasting trade restricted. T.4455-56

Nucleus of skilled shipbuilders will be maintained if coasting trade reserved for Canadian ships. T.4457

Ships for Canadian coasting trade being built in U.K. while shipyards on lakes are practically idle today. T.4498

Canadian Westinghouse recommends reservation of coastal trade to Canadian-built and registered ships. T.4540

If not restricted, Great Lakes bulk trade may go to foreign ships. T.4563-67

Toronto Board of Trade favours low cost water transportation and widest possible range of coasting trade services. T.4586

Principles of free competitive enterprise largely responsible for Canada's development therefore important that these principles be maintained. T.4586

If coasting trade restricted, increased transportation costs inevitable. T.4592-93

If Canadian coastal restrictions issue is one of monetary consideration only, then same principle should be applied to other Canadian industries. (Mr. Axelson) T.46-4-05

A coasting shipping service, with U.K. registered ships recently lowered its freight rates to meet those of Canadian competitor. T.4609

Canadian Shipping and Marine Engineering News recommends restriction to Canadian-built ships of Canadian ownership and registry. T.4610

Restriction only practical way by which coasting trade can be protected against low-cost competition. T.4623

Even if coasting trade restricted, Canadian shipping costs will go down after completion of seaway. T.4640

Marginal agricultural producers to be handicapped by increased freight rates if U.K. transport competition excluded. T.4665

Canadian-registered foreign-built bulk carriers will compete successfully with U.K. ships in coasting trade on completion of seaway: (1) larger vessels, (2) U.K. wage differential will disappear. T.4665-66, 4673-74

COASTING TRADE: (cont'd)

Restriction of coasting trade to Canadian-built ships would create unhealthy "boom and bust" cycle in shipbuilding industry over next 10-15 years. T.4669

Restrictions would confer short-term economic advantage on small segment of economy (shipbuilding) at cost of higher freight rates from Nfld. to Central Canada. T.4668

Canadian Federation of Agriculture recommends maintenance of status quo in coastal trade and in U.S.-Canadian Great Lakes trade. Ex.#161, B-p.28, T.4670

Mr. Lowery's estimate of construction in Canadian yards in next 10 years at 91,000 tons a year if coasting trade restricted to Canadian-built ships, discussed. T.4718

Canadian Federation of Agriculture favours U.K. ships participating in Canadian coasting trade but opposes foreign flag participation. T.4723-24

If restricted, competition from British ships would disappear, costs of building and operating ships would be greater and freight rates would increase. T.4757-59

Alberta Government opposes any further restriction of coasting trade. T.4774

Alberta representative feels it would be wrong to announce intention to restrict coasting trade before seaway is completed. T.4787

U.K. ships in coasting trade serve to limit the rates charged by Canadian owners. T.4805

Restriction to Canadian-registered vessels would lead to increased transportation costs. T.4805

Foster Wheeler Ltd. argues that unless coasting trade restricted to Canadians, shipbuilding in Canada will be impeded. T.4841

Windsor Chamber of Commerce reports that U.K. ships carry package freight (whisky and canned goods) from Windsor to Nfld. T.4847-A

To realize fullest benefits of seaway, Windsor feels competitive forces must be free to operate. T.4847

Statistics on U.K. participation in Canadian coasting trade. Ex.#116

U.K. ships operating regularly in Canadian coasting trade provide competitive rates because they operate profitably elsewhere in winter. Ex.#116

Nova Scotia opposes restriction of coasting trade to Canadian-flag ships. Ex.#182

COASTING TRADE: (cont'd)

Shipping costs will increase in Nova Scotia if U.K. ships excluded. Ex.#182

If U.K. ships excluded from coasting trade, rates would tend to be based on high operating costs of U.S. ships.
Ex.#161, B.127,p.4

Six factors which would limit competition from U.K. registered ships in coasting trade.
Ex.#161, B.127,pp.6-7

If coasting trade is restricted to Canadian-built vessels and shipowners obtain package freight rate increase from Board of Transport Commissioners to cover higher costs, then rail rates would increase almost automatically.
Ex.#162, B.126,pp.4-5

No provincial government supports restriction of Canadian coasting trade. Ex.#164, B.129,p.13

Advocate surcharge to equate costs of U.K. and Canadian shipping in inland St.Lawrence system.
Ex.#186

Statement by Kent Lines Ltd. showing number and registered net tonnage of vessels arriving at and departing from Canadian ports in Canadian coastwise shipping during 1954. Ex.#195

General Council of British Shipping doubts if U.K. shipowners will invest in large laker-type vessels for service in Great Lakes and St. Lawrence River on completion of seaway. Ex.#213

U.K. ocean-going ships of moderate size could not compete with large lakers in coasting trade, but could provide valuable adjunct to movement of iron ore and grain through seaway.
Ex.#213

Statistics on waterborne trade in Nfld. ports 1950-54.
Ex.#216

U.K. ships will undercut Canadian vessels when it suits their purpose. T.4975

Availability of ships more important than fractional savings in freight rates. T.4973,5193.

Position of New Brunswick in regard to coasting trade.
Ex.#208, T.5058

U.S. coasting trade increased more than 60% under restriction between 1924-53 while Canadian coastal trade, without restriction grew by less than 35% over same period. Ex.#217,
T.5063-66, 5097-98

COASTING TRADE (cont'd)

U.S. coastwise trade in 1929 was approximately 125 m. tons, and in 1952 - 184 m. tons; corresponding totals in Canada were 136 m. tons and 154 m. tons. (Breakdown of figures showing proportion of bulk cargo). Ex.#235, T.5099,5102,
5845

Canadian coasting trade growing less rapidly than gross national product.
T.5099-5101; 5103-5106

Ships of Manchester Lines operating in Great Lakes during last 3 years, have never participated in Canadian coastal trade. T.5186-87

Some deep-sea Manchester Line ships are licensed to engage in Canadian coastal trade, but their lake ships do not have such licenses.
T.5188

Discussion of graph showing grain shipments from Lakehead during 1955. Ex.#223, T.5193

Navigation season to Lakehead for ocean vessels is shorter than for lake vessels. T.5195

Doubtful if any Canadian shipowners would build composite type vessel to operate in coasting trade in summer and international trade in winter if coasting trade restricted.
T.5226

If coasting trade restricted, type of ship in demand would be similar to "T.R. McLagan". T.5226

Construction of Canso Causeway has caused shipowners delay and expense because ships have to go around Cape North to Northumberland Straits. T.5290

Canso Causeway likely to cause ice jams in spring and delay entrance to Northumberland Straits.
T.5292

Citizens of Alaska favour freedom of water transportation operations between points in Washington State, British Columbia, and Alaska.
Ex.#231, T.5253

Canadian-built vessels with Canadian crews can compete successfully in Maritime coasting trade.
T.5298

If coasting trade opened to foreign vessels, Canadian ships could not compete and shipping would not be available when needed except at high rates. T.5300-01

U.K. competition is fair competition and should not be excluded.
T.5298-99, 5396

Volume of U.S. coasting trade between mainland and U.S. overseas territories. Ex.#233, T.5332

If U.K. ships excluded from coasting trade Nfld. traffic would move by water on rail rates.
T.5344

COASTING TRADE: (cont'd)
Freedom of navigation within St. Lawrence River and Great Lakes vital to Nfld. T.5348
Restrictive legislation protecting requirements of one area with detrimental consequences to another area is foreign to concept of Confederation. T.5372
Great Lakes shipping interests want status quo kept by something being done, Furness Withy want it kept by nothing being done. (Furness Withy) T.5395
If U.K. excluded from Canadian coastal trade Furness Withy's regular service would probably by-pass St.John's and Halifax. T.5369, 5394
Canadian Federation of Agriculture claims free competition in Great Lakes coasting trade does not exist. T.5483
Canadian Federation of Agriculture opposes restriction of Canadian coasting trade to Canadian-built and Canadian registered ships. T.5496

COKE, PETROLEUM:
Moved by rail from Edmonton and Moose Jaw to Arvida and Shawinigan by Aluminum Company of Canada. T.3329

COLLINGWOOD SHIPYARDS LTD. AND TOWN OF COLLINGWOOD, ONT: B-63
Construction of ships for Canada Steamship Lines Ltd. B.63, p.2
Normally employs about 750 people. T.4378
Collingwood and Midland have been very dependent on shipbuilding in past 75 years. T.4452
Great Lakes shipyards active until 1920, but between 1924-39 there was little shipbuilding and many skilled workers were lost. T.4452-53
Because of inter-war decline in shipbuilding in Canada, it cost the government almost $40 m. to revitalize shipyards for defence purposes. T.4453
Time lost in re-organizing shipbuilding during World War II indicates importance of maintaining active shipyards. T.4453
Slack periods would not have been so long if coastal trade had been restricted to Canadian-built ships. T.4454
Canada needs own shipbuilding and shipping industry: (a) because a country with long coast lines cannot depend on foreign shipping, (b) for defence purposes. T.4454

COLLINGWOOD SHIPYARDS LTD.: (cont'd)
When Canadian shipyards were idle in the 1920's the Great Lakes fleet acquired U.K.-built ships and imported old, low cost U.S. vessels. T.4454
50% of Canadian Upper Lakes fleet consist of old U.S. vessels. T.4454
Practice of importing old American ships into Canada has practically ceased and Great Lakes yards have benefited considerably. T.4455
When seaway completed, Great Lakes ships may be built in U.K., leaving only repair work for Great Lakes shipyards, unless coastal trade is restricted. T.4455
Has built 6 large bulk carriers since 1948. T.4457
Ship repairs between 1950-54 amounted to only 11% of total volume of work. T.4458
Shipyards have been in existence since 1882. T.4464
Construction of one large ship per year would be sufficient to keep yards operating and employ over 600 people. T.4470-71
Collingwood & Midland shipyards have built 10 large bulk carriers at cost of $844 m. ($824 m. for materials and $16 m. for wages) since 1948. T.4457
Willing to meet competition from other yards in Canada once seaway is completed. T.4471-72
Collingwood shipyard would require nucleus of 350 to remain in operation. T.4478
Ships for coasting trade of Canada are being built in U.K. shipyards while Great Lakes yards are practically idle. T.4498
Description of ships being built for Canada by U.K. T.4498-99
France is building small canaller in Canada because intricate Canadian tax arrangement makes it economically practical and not because European yards too busy. T.5227
Statement showing distribution of salaries and wages. Ex.#152

COLLINGWOOD, TOWN OF
See - Braniff, Mayor G. and Collingwood Shipyards Ltd.

COLONIAL STEAMSHIP CO.:
Seven canallers required to carry amount of grain handled by one upper laker. T.5119
In spite of view that 80% of canallers will be scrapped after seaway opened, Capt.Misener bought 6 old canallers to balance his upper lake tonnage. Ex.#165, T.5119-20 5124-25, 5249

COLONIAL STEAMSHIP CO.: (cont'd)
Six canallers were purchased at reasonable price and their scrap value is estimated at $30,000. T.5249
Capt. Misener bought extra canallers (1) to move grain shipped to Port Colborne by upper laker on through rate, down through canals, (2) to fulfill contract to carry ore from Contrecoeur to Ashtabula, which makes longer return voyage, but secures for company a percentage of future ore transport business on completion of seaway. T.5249-50
Cost of building ship similar to "Scott Misener" in U.K. today would be from £1,420,000 to £1,530,000. Ex.#214
Evidence of Capt. R.S. Misener in support of Dominion Marine Association. T.387-421
Replacement cost of "Scott Misener" over $6 m. T.397
Misener fleet insured for some $25 m. T.398
"Scott Misener" could not compete with British replica. T.398
Would not invest in new 600 ft. ships if competition on lakes open to overseas shipping. T.398

COMBINATION CONFERENCE AGREEMENT:
Between C.P.R. and C.N.R. B.56, p.2

COMMONWEALTH MERCHANT SHIPPING AGREEMENT, 1931:
Section 100 (uniform treatment) B.100, p.10
Articles 10.11.24. B.101, pp.52-53; B.82, p.9
Changed conditions of present time. B.3, p.5; B.28, p.6; B.82, pp.25-27
Alleged detrimental effects. B.10, pp.1-2
Article 11. B.25, p.2
Recognition that Great Lakes require different consideration. B.28, p.8; B.80, p.13
Provision for withdrawal. B.28, p.10
Parts 111 and 1V. B.34, Appendix, p.3
Advantages of Agreement to ocean-going Canadian ships. B.38, p.8
Authority to change coasting laws. B.80, p.13
Parts 1 to X B.80 Appendix, Ex.#10
Benefits said to be derived by Canada. T.321-322

COMMONWEALTH MERCHANT SHIPPING AGREEMENT, 1931; (cont'd)
Some benefits might be lost in renegotiation. T.322
Why not extend benefits to non-Commonwealth ships? T.323
Reserves right for Canada to treat Great Lakes as separate problem. T.354
Summaries of proceedings at Imperial Conference in 1930. T.380
Agreement does not benefit Canada at present time. T.1304
Modifications suggested by St.Lawrence Shipowners Association. T.2978-80
Virtually continued in force old Statute of 1870. T.4751
Provides for variation in terms of agreement in Article 25, and for cancellation on one year's notice. T.4753-55, 4780
Provides for imposition of customs duties by each Commonwealth member on ships built outside their territories. T.4781
Benefits only the United Kingdom. T.5668
Gives British shipping coasting privileges. T.5886-7

COMPAGNIE DE TRANSPORT DU BAS ST. LAURENT, LTEE: B-68
See- Clarke Steamship Co. Ltd.

COMPOSITE SHIPS:
See Dual Purpose Ships.

CONSOLIDATED PAPER CORPORATION LTD.: MONTREAL. B-37
Opposes restrictions of any kind on coastal trade as possible hindrance to Canadian exporters in world trade: (1) foreign ships must be allowed to earn dollars, (2) monopoly for Canadian shipowners would result in higher freight rates, (3) subsidy assistance to shippers and shipbuilders if necessary, would not handicap Canadian exporters. T.3116, 3127
Canadian company with five mills at Grand'mere, Shawinigan Falls, Three Rivers, Cap de la Madeleine, and Port Alfred, manufacturing newsprint, kraft paper, wood pulp and wood pulp board. T.3117-3118
Exports 75% of newsprint to U.S.A., 15% used in Canada, remainder shipped overseas. T.3119
Cuts and uses about one million cords of wood per year (200-250 thousand cords moved in ships and 750,000 cords is river-driven wood). T.3168

CONSTANTINE LINES LIMITED:
MIDDLESBOROUGH, ENGLAND. B-66
Services between Great Lakes and Nfld. B.66, p.1; B.56, pp.26-27
Service of Company considered vital to Nfld. T.523
Not a member of "Conference Lines" freight rates structure, which applies to Nfld. T.547, T.801
Two Company ships operate between Great Lakes and Nfld. T.802
C.N.R. does not admit Company to benefits of through bills of lading arrangement, thus denying participation in traffic during winter season. T.804-5
If ships had to be registered in Canada, cost of operation would go up mainly because of differential wages. T.808

COSTS: Cost of Living
Effects of restriction of coasting trade to Canadian flag vessels on cost of living. B.12, p.1
In relation to cost of ship construction. B.32, p.1
In Nfld. B.56, p.3
Wages in Canadian shipyards alleged to be inadequate to support modest standard of living. B.101, p.24
Cost of living in Nfld. alleged to be 9% higher than in any other province. T.536-39
Increase in cost of living in Nfld. since Confederation not attributed to importation from mainland. T.541
Cost of transportation alleged to be primary factor responsible for higher cost of living in Nfld. T.670
Comparision of cost of living for Nfld. and Nova Scotia. (letter from D.B.S., Jan.24,1956) File 87-19.

COSTS: General
Because U.K. construction costs are lower than Canadian costs is no reason to restrict coasting trade to Canadian-built ships. Such a move would imply that U.S.A. should reduce imports of cheaper Canadian products (fish, aluminum and lumber) Ex.#53, p.3
Consolidated Paper pays $25 to $27 per cord for Anticosti pulpwood plus $4.75 per cord transportation plus loading and unloading at $1.25 and $1.10. T.3157,3167
Clarke Steamship Co.Ltd. purchased "Gulfport" and "Novaport" (ex-German ships) at auction in Canada for about $300,000 each . T.3607

COSTS: General (cont'd)
Principle of out-of-pocket costs in railway concerns. T.4177-83
Diesel oil in Great Lakes area costs $42. a ton and fuel oil $21. T.5012,5021

COSTS: Ship Construction - General
Shipbuilding. B.101, p.22; B.82, p.10
Labour costs as percentage of gross and net value of production in shipbuilding and other industries. B.75, pp.2-3
Deny that Canadian shipyard worker is "pricing himself out of the market". B.75, p.3
Costs of construction of large upper-lakers. T.433
Constructing the vessel "Scott Misener". T.388
Replacement cost of "Scott Misener" over $6 m. T.397
In view of assistance provided to shipbuilding industries in different countries it is a mistake to compare constructional costs purely on wage basis. T.1164
Increased volume of ship construction estimated likely to lower construction cost by approximately 15 to 20%. T.1283
If Canadian shipyards were also building deep-sea ships, cost of construction of coastal vessels could be reduced. T.1296-98
Wages in shipyards and component manufacturing industries are principal factor in differential cost of construction. T.1509
Lack of stability in shipbuilding industry, rather than wages, a main factor in high cost of construction. T.1571-72
Wages paid to workers in B.C. shipyards higher than in Eastern yards, but Western shipyards in competition with east have often had lower tenders, which indicates that wages are not necessarily main factor in differential costs. T.1573-74
Labour costs constitute 34.6% of gross value of vessel production in 1953. T.1708
Comparison between rates in shipbuilding and other industries is meaningless unless reference is made to efficiency of industries concerned. T.1933
Costs in Canada are high because of high standard of living. T.1947
Construction costs in B.C. yards are higher than in Eastern yards because of higher wages, higher standard of living, longer distances from sources of supply. T.2010

COSTS; Ship Construction - General (cont'd)

Government allows 15% depreciation on tugs on a decreasing balance but tug operators would prefer 10% flat rate. T.2157

Second-hand barge or scow imported from U.S. costs 1/3 to ½ less, after conversion and payment of duty, than if built in B.C. T.2158-60

Difference in cost between second-hand tug imported from U.S.A. and one built in B.C. is small. T.2160-61

Increase in cost of new equipment over replacement cost of old ship will not seriously affect coastal operators, as depreciation on new ship will be extended over 40 years. T.2460

Proportion of cost of ship in materials. T.2947

Reduction of cost possible if several ships built concurrently. T.2965

High construction costs and short shipping season at Anticosti (4 to 4½ months) make it impractical for Anticosti Shipping Co. to build new ships. T.3153-54, 3180

Cost of building canal boat today is between $1 m. and $1¼ m. T.3166

Auxiliary equipment on ships is from 30% to 50% of total cost. T.3187

Graphs showing savings available to Canadian shipowners on ships built by Marine Industries Limited. Ex.#150

New tonnage required yearly for next 10 years represents $20 m. per year, at present building costs, of new ship construction for coastal trade alone. (CSL estimate). T.3871

Volume of construction makes cost savings possible. T.4343

Canadian shipbuilding industry capable of designing and building vessels which, except for cost, compare favourably with those of any other country. T.4603

Marine Industries Limited statement listing definition of technical terms and typical values for various types of vessels. (diagram) Ex.#190

See- Ex.#200-202. T.4969-74

COSTS: Ship Construction - Canada and U.K. Compared.

Differential between Canadian and German and Italian costs. B.82, pp.11-12

Comparative wages for shipyard workers in Canada, U.K., and Germany. B.28, p.22

Wages of B.C. shipyard workers compared with workers in Germany, Netherlands, Italy and Japan. B.103, p.10

Cost of building freighters in Canada approximately $350. per D.W. ton; in Europe $150. T.1099

European construction costs are low because of nearness of shipyards to steel mills. Ex.#53, p.3

Norwegian ocean-going ship built in Sweden in 1953 cost $2¼ m., whereas similar Canadian-built ship would cost 40 to 50% more. T.3394-95

South America bought ship in Europe for $1,250,000 while Canada asked $3 m. for same ship. (Can. Vickers). T.4275

Comparative wages of shipyard workers. B.1, p.1; B.100,102-3; B.82, pp.11-12

Construction costs higher in Canada than in U.K. B.1. p.1; B.92, pp.3-4; B.82, pp.10-12

Comparison of contract prices submitted by U.K. and Canadian shipbuilders not necessarily indicative of typical cost differential. (Canadian Maritime Commission, Second Report 1949-p.38)

Effect of devaluation of sterling. B.82, p.12

Comparison of cost of ships built for C.P.R. in U.K., and for C.N.R. built in B.C. B.36, p.11

Wages of B.C. shipyard workers compared with workers in other countries. B.103, p.10

C.N.R. estimates cost of differential between U.K. and Canadian ships at about 40%. T.26, B.56, p.32

Comparative cost of U.K.-built ship about 25% less than Canadian price, assuming that main propelling machinery and components are purchased by Canadian shipbuilder in cheapest market. Assuming equal efficiency of men and machinery, comparative cost of ship built in Britain would be 45 to 50% less than price of similar all-Canadian built ship. Principal factor contributing to differential is wage rates. See Canadian Maritime Commission Report 1949, p.39.

COSTS: Ship Construction - Canada and U.K. Compared (cont'd)

Mr. Lowery estimates that Canadian ships cost 45 to 50% more than British ships. T.248,4975
Steel, cheaper to British shipbuilder ($3.75 against $4.25) T.248-249
Sterling devaluation reduces British costs. T.248
The smaller the ship, the less the differential. T.249
Cost of shipbuilding 50% more in Canada (Mr. McLagan). T.249
Cost of building freighters in Canada approximately $350. per D.W. ton; in Britain and Europe $150. per D.W. ton. T.1099
Differentials between wages of Canadian and U.K. shipyard workers appear narrower if attention given to benefits of National Health Scheme and low rentals enjoyed by British workers. T.1174-75
Devaluation of sterling in 1949 reduced by 30% the labour cost of all U.K. products. T.1189, 1225-27
If Canadian yards worked at full capacity and maximum efficiency, construction costs would still be higher than British costs. T.1711
Differential cost of construction may disappear owing to increasing efficiency of labour and machinery. T.2479-81
Comparison of construction and operational costs between Canadian lake freighters and U.K. ocean freighters should include respective carrying capacities in order to arrive at cost per ton mile. T.2660
Chimo Shipping Ltd., estimate construction cost of Canadian vessel suitable for their use as 25% higher than U.K. vessel. T.821
Differential cost of construction of ships between U.K. and Canada - reduction possible if volume of construction in Canada increased. T.2971-73
U.K. ship, including engine, costs from 30 to 40% less than similar Canadian-built ship. (Can. Fairbanks-Morse). T.3268
U.K.-built ship would cost about $1,200,000 whereas similar Canadian-built ship would cost $1,800,000. (Clarke). T.3482
Cost of British-built ship 35% less than Canadian-built ship. T.4261
Difficult to obtain U.K. price with sufficient data as to price specification requirements. T.4262

COSTS: Ship Construction - Canada and U.K. Compared (cont'd)

No guarantee that cost differential between Canadian and British ships will remain forever. T.4606
Construction costs for U.K.-built ocean vessels difficult to obtain because fixed cost contracts rare. Ex.#187, p.5
Cost of building ship similar to "Scott Misener" in U.K. today would be from £1,420,000 to £1,530,000 with additional £75,000 for stiffening required for Atlantic voyage. Ex.#214
An 8,900 ton 12½ knot vessel, built in Britain would cost about $2 m., in Canada about $3,300,000 (Mr.Lowery). T.5019-20
50% more to build a ship in Canada than in the U.K. Ex.#206 T.5041,5228
Costs between 59% and 60% more to build ship in Canada than in U.K. (Marine Industries Ltd.) T.5053
Article (from "The Shipping World") on cost of U.K. cargo ship. Ex.#204, T.4975, 5040
Additional cost involved in building ship in Canadian shipyard versus U.K. yard, including tables. Ex.#206, T.5040-41, 5044-50
Detailed explanation of how figures arrived at in Ex.#206. T.5041-52
Average weekly earnings of Canadian shipyard workers in 1953 were 162% higher than in U.K. T.5727
Shipbuilding industry not being a mass-production industry, cannot overcome the great difference between U.K. and Canadian wages. T.5745
No guarantee that present differential existing between U.K. building and operating costs will be maintained indefinitely. T.5870-71
Factors affecting reliable comparisons of U.K. and Canadian costs: (1) shipbuilders reluctant to disclose estimates, (2) one estimate may be from high cost U.K. yard, other from low-cost Canadian yard, (3) ship built in one yard only, (4) under escalator agreements estimate may include fixed sum for overhead and profit. Can. Maritime Commission, Second Report, pp.38-39
Canadian construction costs exceed U.K. costs by about 40%. Can. Shipbuilding and Ship Repairing Assoc. Annual Report 1953-54, p.7
Cost of building ship in Canada exceeds U.K. cost by 50% or more. T.4896

COSTS: Ship Construction -
U.K. & Europe Compared.
U.K. Shaw Savill Line ordered 3 freighters (8,900 tons) recently from Germany because of faster delivery and fixed contract bid of $2,750,000 each (15 to 20% lower than most U.K. bids). Ex.#187, p.6
Disparity of approximately 5% between current building costs in U.K. and German shipyards. T.5018

COSTS: Ship Construction -
U.S. and Europe Compared.
Estimate that U.S.-built ships cost 65% more than European-built ships. Ex.#203,T.4974

COSTS: Ship Construction -
Component Parts.
Wages paid by Canadian manufacturers of marine components 3 times higher than those paid in foreign countries. T.3223
On parts imported for Canadian vessels, Canadian shipbuilders pay duty at 10%-U.K., 25%-U.S.A., and similar duty for other countries, but receive drawbacks of about 99%. T.3229
A.E. Watts Limited claims its marine-type heating equipment can compete price-wise with U.K; but its fittings are more expensive. T.3236
Canadian government has ordered propulsion machinery from Holland for new Caribou-Wood Island Ferry being built in Pictou, Nova Scotia. (Canadian Fairbanks-Morse tendered for the engine). T.3279-80
If delivery on new ship not urgent Canadian shipbuilders can purchase machinery from U.K. more cheaply than from U.S.A. T.5054-55

COSTS: Ship Maintenance and Repairs.
Comparative cost between Canadian and U.K. vessels. B-82, pp11-12
B-89, pp.7-8
Misener fleet insured for some $25 m. T.398
Cost of maintenance and repairs in Canadian shipyards higher than elsewhere. T.4893
Salt-water ships - maintenance costs for ships engaged in Maritime coastal trade are heavier because of corrosive action of salt water. T.5375

COSTS: Ship Operation.
Operating. B.28, p.22
Operating costs of Canadian and U.K. vessels on Great Lakes. B.34, p.5
Appendix pp.11-12
Comparative wages of U.K. and Canadian crews. B.1, p.1; B.35,p.1; B.100, pp.2-3
B.92, pp.3-4

COSTS: Ship Operation (cont'd)
Operating cost differential between Canadian and U.K. vessels. B.28, p.22; B.100,pp.2-3; B.92,pp.3-4;B.82,pp.11-12; B.89,pp.7-8;B.36, p.9
Differential between U.S. and U.K. vessels. B.36, p.9
Reasons for lower operating costs for U.K. ships on Great Lakes. B.80, pp.11-12
Example of operating costs of U.K. and Canadian ships in B.C. B.98, p.2
Costs of operation of Great Lakes ships exclusive of fuel. T.455
Costs $1,600. a day to operate vessel of 13,500 tons on Great Lakes. T.470-71
Costs $1,200. a day to operate medium size vessel (580 feet) on Great Lakes. T.471
Operating coastal ships of various sizes. (Capt. Misener). T.388-389
Canadian ships unable to meet overseas competition on Great Lakes after seaway completed. T.389-391
"Scott Misener" could not compete with British replica. T.398
Colonial Steamships would not invest in new 600 ft. ships if competition on lakes open to overseas shipping. T.398
Cost differential between British and Canadian ship operation due to high cost of Canadian labour. T.404-405
Operating costs, not construction costs, main handicap in competition. T.406-407
Cost of operating vessel "T.R. McLagan" and other CSL vessels. T.427-429
Differences in operating cost between Canadian and British ships ascribed to higher capital cost, higher depreciation rate, and heavier insurance rather than wages. T.818-19
Cost of operating a (10,000 DWT) U.K.-built ship is about $500. per day, and Canadian-built ship about $830. per day, depreciation and bunkers excluded. T.1099
In view of assistance provided to shipping and shipbuilding industries in different countries it is a mistake to compare operating and constructional costs purely on wage basis. T.1164
If coastal trade restricted to Canadian-built ships, cost of operation would be higher and rates would increase. In Nfld. rates could not increase because shipping has to compete with C.N.R. all-rail rate and shipping companies would be forced out of business. T.1263

COSTS: Ship Operation (cont'd)

Operation costs of foreign ships are lower than Canadian costs due to: (1) lower cost of construction (2) lower cost of financing and insurance (3) lower wages. T.1766

Seaway will reduce operational costs of vessels for following reasons: (1) economy of scale-larger ships, (2) upper lakers will traverse longer distances (3) with larger vessels passage time through canals and locks will be reduced, (4) reduction in insurance rates. T.1767-68

Ship operators might provide data concerning cost of transshipment on Great Lakes - St. Lawrence route. T.1802

Laker's efficiency cancels out wage differential between Canadian and U.K. ocean ships. T. 1810

It costs $700 a day to operate a 1000 horse power tug. T.2146

Union Steamship Ltd., Vancouver, B.C., claims that between 1941 and 1955 ship operating costs rose by 275 - 300%. T.2360

Comparison of operational costs between Canadian lake freighters and U.K. ocean freighters should include respective carrying capacities in order to arrive at cost per ton mile. T.2660

Italy, Germany and Japan could carry our goods even cheaper than ships from United Kingdom. T.2820

Effect of differential between wages of foreign and Canadian sailors. T.2852

Chart comparing crew complement and monthly wage rate for U.K. and Canadian ocean-going bulk carriers (10,000 tons) in 1955. Ex.#12, p.20

Chart of statistical data on Canadian-registered vessels trading on Great Lakes. Ex.#12, p.21

Cost of operation of Canadian ship - effects on freight rates. T.2969

Difference in operating cost of Canadian vessel (10,000 tons) compared to U.K. vessel is $100,000 per year. T.3337-38

Statement comparing operating costs of Canadian ship of Hochelaga-Thunder Bay class and similar U.K. ship prepared by CSL. Ex.#95

Comparison of cost of operating a Saguenay Terminals vessel under Canadian registry one year, and U.K. registry another year. Ex.#171 &172, T.3339

COSTS: Ship Operation (cont'd)

Difference of $65,000 in wages paid aboard Canadian "S.S.Novaport and U.K.-S.S.Sheldrake" in 1954 Ex.#85, T.3496, 3500, 5505

Factors affecting lower operation costs of U.K. vessel in comparison to Canadian vessels: (1) low wages (2) repairs and overhauls cheaper in U.K. (3) food quality not at same level as required on Canadian ship. T.3609-10

Clarke Steamship Co.Ltd., states that charter hires in winter may run from $14,000 to $29,000 in one month. T.3611

High terminal charges at St.John's, Nfld., a result of poor dock facilities and Union agreements which (1) prevent use of mechanical unloading equipment (2) require hiring of 33-men gangs. T.3612-14

Terminal charges at St.John's 10 cents higher than at Montreal and man hours per ton two and a half times as many. T.3612-14

Inquiry made of Quebec Federation of Labour as to wages paid over last 5 years on Canadian and U.K.-registered ships engaged in Canadian coastal trade, including overtime rates and bonuses paid to U.K. crews working in Canadian waters. T.3643-45

Explanation of schedule showing daily operating costs based on seasons 1951-54, for (1) Type A - 4 large new Upper Lakers, (2) Type B - 4 smaller old Upper Lakers. Ex.#93, T.3710

Additional information on Ex.#93 for Type A and B. ships (1) names and dimensions, (2) cost per ton mile of cargo carried, (3) gross freight earnings, (4) depreciation written off (5) amount in books and undepreciated capital cost at beginning each year. Ex.#165, T.3717-3724, & 5117

Inquiry as to operating cost, ton mileage cost, ship dimensions, gross tonnage, carrying capacity, for typical ship (10,000 tons) carrying grain from Montreal to England. T.3757-60

Factors influencing the difference between operating costs of U.K. and Canadian vessels. T.3791-94

U.K. ships comparable to 17,000 ton Canadian ships, have advantage of about $1,000 per operating day. T.3793

If Canadians use U.K.-built ships they will still be at disadvantage compared with U.K. operated ships because wages, repair costs, overhead differentials will remain unchanged. T.3793-94

COSTS: Ship Operation (cont'd)
Under Great Lakes system time lost loading and unloading is for account of the shipowner not shipper. T.3813
U.K. operators will be able to build . specialized ships and undercut Canadian vessels of comparable size, on completion of seaway. T.3823-25
Cost figures on a ton-mile basis are meaningless. T.4921-25
Ship operating costs on a ton-day, ton-hour, or ton-mile basis. Ex.#165, T.4923
Statement (enlarging Ex.#95) showing difference in operating costs between Canadian-built and manned upper lakers, U.K.-built and manned dual purpose ships, and largest U.K. ship capable of navigating seaway. (Vessel Types A-G). Ex.#200, T.4969
Estimates of ship construction costs, operating costs, and statistics of seven vessels under construction (Types A-G) in connection with carrying wheat from Fort William to Kingston, and ore from Seven Islands to Hamilton. Ex.#200, T.4970
Descriptive folder explaining Ex.#200. Ex.#202, T.4974
Size of ship fundamental factor in operating efficiency. T.4976
Detailed description and general analyses of tables showing operating costs and appearing in Ex.#200-202. T.4986-5004
Most grain vessels have some earnings from winter storage. T.5027
Additional data for Ex.#200,201,202 showing operating costs of "T.R. McLagan" for moving wheat from Lakehead to Kingston. Ex.#222, T.5190-91
Cost of operating "T.R. McLagan" type Laker from Lakehead to Kingston about 4% less than for Thunder Bay class, but in excess of U.K. vessels considered in Ex.#200. T.5190
If boiler oil had been used rather than diesel oil in analysis under Ex.#200, costs would have been halved. T.5215
Critical analysis by Canadian Federation of Agriculture of Ex.#200 to prove that Canadian ships will not be driven off Great Lakes by U.K. competition on completion of seaway. T.5430-67, 5497-5500
Critical analysis by Canadian Federation of Agriculture of Dominion Marine Association. Ex. #93, and 165. T.5467-89, 5497-5500

COSTS: Ship Operation (cont'd)
Difference in operating costs between Canadian and U.K. ships on Montreal - Nfld. service is about 8% of total revenue. T.5535
Interest charged on capital a necessary cost item. T.5848
No guarantee that present differential existing between U.K. building and operating costs will be maintained indefinitely. T.5870-71
Growing shortage of manpower in U.K. may cause wages to rise and narrow cost differential between U.K. and Canadian vessels. T.5907
Expect small differential in operating costs of U.K. and Canadian vessel in regular Great Lakes trade, on completion of seaway, because of: (a) bonuses to U.K. crews, (b) cost of transporting crews to and from Canada, (c) administrative costs, (d) repairs, drydocking, insurance and depreciation same as for Canadian ship. Ex. #213

COSTS: Single Purpose vs. Dual Purpose Ships.
See: Dual Purpose Ships.

COSTS: Transportation - General
Statement of C.G. Morse, Chairman U.S. Federal Maritime Board, that improvements in handling methods and closer co-operation between management and labour would lower cost of water transportation. T.1454-57
Possible effect that restriction of coastal trade would have on transportation costs. T.2908-10
Saguenay Terminals Limited do not use Canadian-registered vessels. because rates not competitive. T.3337
Anticipated reduction in transportation costs will not result from seaway alone, but from: (a) development of Montreal Harbour, (b) new storage facilities to replace those at transfer points, (c) elimination of congestion in Welland canal, (d) reasonable toll charges on seaway. T.3806-07
Larger and faster ships have kept costs down on Great Lakes. T.3822
If coastal trade restricted to Canadian-built ships, extra cost would be borne by producer, retailer and consumer of goods carried. T.4350
Toronto Board of Trade opposed to any recommendation which would increase transportation costs. T.4590

COSTS: Transportation General (cont'd)
If competition restricted increased transportation costs inevitable.
T.4592
Low transportation costs vital to economy but should not be so low that Canadian transportation industries would be driven out of business. T.4638
Canadian shipping costs will be reduced on completion of seaway even if Canadian coasting trade restricted. T.4640
Estimate of increase in shipping costs in Nova Scotia if U.K. ships excluded from coastal trade.
Ex.#182
Advocate surcharge to equate costs of U.K. and Canadian shipping in inland St.Lawrence system.
Ex.#186
If coastal trade restricted, U.K. competition will disappear, costs of building and operating ships will increase and so will freight rates. T.4757-59,4805
U.K. ships in coasting trade serve to limit the rates charged by Canadian owners. T.4805

COSTS: Transportation - Crews
Cost of transporting U.K. crews to and from Canada is about £160 and £190 per man for round trip by sea or air respectively.
Ex.#213

COSTS: Transportation - Grain
Operating cost per ton mile for tramp ship carrying grain from Montreal to England.
Ex.#173, T.3757-60
Ton-mile cost of carrying grain in 1955, corrected for changing value of the dollar, is same as in 1935. T.3822
More expensive to ship grain from Vancouver to Liverpool than from Fort William to Liverpool.
T.3956
Manitoba government statement showing cost of moving grain from Lakehead to Montreal by present method, by upper lakers, and U.K. ocean-going ships on completion of seaway. Ex.#187
Statement comparing relative cost, estimated by CSL, of moving grain from Lakehead to Montreal via seaway and cost presented in Government of Manitoba Ex.#187.
Ex.#205, T.5024,
5024A-D, 5014-36
Detailed comments by CSL on allegedly misleading and inaccurate picture presented by Government of Manitoba Ex.#187.
T.5014-36

COSTS: Transportation - Grain (cont'd)
Cheaper to move grain via seaway by U.K. ship than by Canadian upper laker from Lakehead to Montreal. Ex.#205, T.5025-26
Figures in Ex.#165 showing operating costs for 4 upper lakers are within .6 of a cent for grain and 8 cents for iron ore of CSL figures in Ex.#200, T.5117,5128,5130
Upper lakers carrying grain from Fort William to Bay ports barely make their operating cost.
Ex.#165 (1&2) T.5119
Reduction in cost of moving iron ore from Seven Islands to Great Lakes when seaway completed.
T.3805-06
Figures in Ex.#165 showing operating costs for 4 upper lakers are within 8 cents for carriage of iron ore of CSL figures in Ex.#200.
T.5117,5128,5130.

CRANE LIMITED:
MONTREAL. B-74
Manufacturers of marine components
Activities and location of plants 1950-54. B.74, pp.1-2
Favours maintenance of shipbuilding and ship repairing industries because of their effect on supplying industries and on labour.
T.3215
Operates plants in Montreal, St. John, P.Q., Quebec City, Port Hope, Calgary, Vancouver. T.3216
Supplied shipbuilders with $1,103,716 worth of materials from 1950-54 (212,000 man-hours factory labour). T.3217
Subsidiary of American Company.
T.3218
Favours maintenance of shipbuilding industry for defence purposes.
T.3218
Marine business represents one tenth of 1% of total business from 1950-54. T.3219

CROW'S NEST PASS AGREEMENT:
Cost of moving grain from the West to the Lakehead has remained fixed for last 50 years. T.5821
B-112, p.2

CUSTOMS DUTIES:
See-Tariffs.
British ships exempt. T.11-13
Preference for British-built ships advocated by C.N.R. T.13
U.K. ships should be considered foreign ships for customs purposes. (Ref. Cashin vs. The King)
T.2976

CUSTOMS DUTIES: (cont'd)

Tariff on foreign-built ships should be increased to 50% (Association des Proprietaires de Navires du St.-Laurent, Inc.) T.2980

Clarke Steamship Co. Ltd. recommends amendment of Section 54 of Customs Act to include major alterations of vessels made abroad and extension of period to five years. T.3483-88, 5543

No duty is charged on repairs made in foreign yards to Canadian-owned ships operating in foreign trade. T.5277

No duty is charged on foreign parts imported to repair Canadian ships operating in foreign trade. T.5277

Advocate surcharge to equate costs of U.K. and Canadian shipping in inland St.Lawrence system. Ex.#186

Section 54 of Customs Act should be interpreted by Inland Revenue Department as applying to "outside of Canada". T.5545

D

DARLING BROTHERS LIMITED, MONTREAL: B-5
Manufacturers of marine components. B-5, T.3223
Employed 400 in 1954. T.3225
A privately owned Canadian corporation. T.3224
80 to 90% of plant engaged in manufacture of marine equipment during World War II, 10 to 15% after 1945, and lower still when U.K. deliveries quickened. Rose to 5% in 1952 with naval program and is now 1%. T.3226
At present plant is working at 100% capacity. T.3226
Recommend amendment to Canada Shipping Act requiring new ships entering Canadian registry to be Canadian-built and material and components to be purchased in Canada. T.3223

DAVIE & SONS LTD., GEO. T. LAUZON, P.Q.: B-135
Mr. Andre Delagrave, President. T.2897-2917
Mr. Maurice Paquet, General Manager. T.2903
Mr. Roger Letourneau. T.2883-97, 2906
Nucleus of employment in shipyards. T.2915
List of employees in shipyard at Lauzon, P.Q. - March 31, 1955, (classified by trades). Ex.#72, T.2916
90% of employees in Lauzon engaged in shipbuilding. T.2887,2944
Competition between Great Lakes and St.Lawrence shipyards will increase on completion of seaway. T.2957
Support submission of Canadian Shipbuilding and Ship Repairing Association. T.2883-2917, 2951.
Subsidiaries: Davie Brothers Limited, Levis, P.Q., and Les Chantiers Maritimes St. Laurent Ltee., St. Laurent, Ile d'Orleans. T.2884

DAVIE SHIPBUILDING LTD., LAUZON, P.Q.: B-79,136
Davie family responsible for founding 2 shipyards - Davie Shipbuilding Ltd., and Geo. T. Davie & Sons Ltd. T.2884-85
Subsidiary of Canada Steamship Lines Ltd.
History of company. T.2943-46
Description of shipyards, war-time and peace-time activities. B.79, pp.4-9, T.3852-55

DAVIE SHIPBUILDING LTD. (cont'd)
Supports Shipbuilding and Ship Repairing Association brief. T.2952
Proportion of repairs to total business over last 10 years amounts to 10 to 11%. T.2958
Effects of seaway on company. T.2957
Favours restriction of coastal trade to vessels built and registered in Canada. T.2894
Mr. R. Lowery, President.
Correspondence with classification societies regarding the question whether large upper lakers if built in United Kingdom would be allowed to cross the ocean to Canada. T.2917-2941
Mr. R. Black, General Manager. T.2943-73
Basis for request for protection. T.2960
In general public interest to maintain shipbuilding industry. T.2965-68
Inquiry as to total sales in last six years and amounts spent in shipyards. T.4928
Inquiry as to total income over period of years, amount spent in the shipyard and amounts disbursed to suppliers. T.4929

DEARING, CHARLES L. AND W.O.:
"National Transportation Policy", book published by Brookings Institution 1949, (Ch.171 - "Objectives of Transport Control"). T.5616

DEEP SEA FLEET:
Trades and Labour Congress urges that it should be acquired, built and manned in Canada. T.173
Arguments for and against maintenance of a Canadian deep-sea fleet (Mr. W.J. Fisher). T.5914
Virtual disappearance of Canadian deep-sea shipping, it is suggested, is due to lack of national maritime policy and protection. T.5699
Maintenance of Canadian merchant marine described as essential for defence and external and internal trade. T.2831-34
Canadian deep-sea merchant fleet has decreased from 1,500,000 to 100,000 tons in past 7 years. T.4456
Mr. Frederic Alport argues that Canada should have its own fleet because of long coastlines and for security reasons. T.4443-44, 4454
Employment. B.34, p.3; Appendix, pp.2-3

DENMARK:
Maritime protective policy. B.101, p.58

DEFENCE:
Experience of two world wars. B.1,p.2;B.63, pp.1-2;B.100;p.11
Reserve of skilled men. B.3,pp.1-2
Departure of foreign ships in case of war. B.3, p.4
Manufacture of marine components. B.5, p.1
Time element, importance. B.7, p.1; B.16, p.1
Shipbuilding and shipping said to be necessary for Canada's independence. B.12, p.4; B.81, p.3; B.103, pp.1-2
View of U.K. Shipbuilding Conference. B.25, p.4
Great Lakes Fleet, its importance. B.28,pp.9-10,B.80, pp. 24-25; B.106, p.8
Great Lakes shipyards, their strategic position. B.30, p.3; B.99, p.2
Nucleus shipbuilding policy. B.30,p.3; B.77,p.9
Shipbuilding and steel industry. B.33, p.1.
Nucleus shipbuilding and shipping. B.38,p.7; B.49,p.7; B.52,pp.1-3; B.60,p.1; B.111,p.6
United Kingdom vessels alleged to be not dependable during war. B.73, p.2; B.89,p.16
British shipyards could be destroyed in war. B.75, p.4
Maintenance of shipbuilding and shipping industries should be considered as defence expenditure. B.77, p.2
Rapid changes in naval ship designs. B.79, pp.3-4, 12; B.99, p.13
Coastal trade in time of war. B.79, pp.10-11
Canadian shipbuilding described as being in interest of her allies. B.79, p.13
Ship repairing industry, need for. B.81, p.4
Canadian shipbuilding and shipping industries described as necessary for defence of Commonwealth. B.82, pp.1-6
Nucleus employment in shipyards, difficulties in estimating. B.82, p.1
Need for speedy expansion. B.82, pp.20-21
Shipbuilding should be self-sufficient and self-contained. B.82, p.20
Importance of Canadian shipyards in possible future war. B.82, p.23
Shipbuilding necessary to support Canadian Navy. B.88, p.2

DEFENCE: (cont'd)
Canadian Maritime Commission's views cited with regard to nucleus shipbuilding and shipping. B.89,pp.18-19
Canadian Maritime Commission cited on deep-sea shipping and defence. B.89, p.19
N.A.T.O. pooling plan. B.100, p.12
B.C. shipyards in World War II and their importance in possible future war. B.103, pp.5-7
Atomic age and alleged need for immediate expansion. B.103, p.16
How large should shipbuilding nucleus be? T.205-207
Russell, Einstein and others, manifesto. T.227
Continuing necessity for considering defence requirements. T.228-229
C.C.C.L. argues that in 1939 Canadian shipyards experienced difficulties with emergency programme because of unpreparedness. 1DT.6-7
C.C.C.L. suggests nucleus of 40,000 workers necessary in Canadian shipyards, this figure proportionate to labour force in U.S. shipyards. 1DT, p.8
C.C.C.L. argues that foreign ships participating in Canada's coastal trade would be withdrawn in event of international tension. 1DT. p.30
What would happen to Nfld. if British government should decide to withdraw British ships from present services on east coast? T.935-40
Establishment of nucleus Merchant Marine should be achieved without restricting coastal trade. T.1093
Modern naval ships more complex and repairs will require highest skills: therefore argued that repairing staff should be kept ready for action. T.1491-92
National Council of Shipyard Unions argues that, for defence reasons, employment in shipbuilding industry should not fall below 19,000. T.1600
Key personnel, difficult to recall to shipyards in emergency. T.1630, 2416
Shipbuilding necessary to keep trained men available in case of emergency. T.1643
Without restriction Canada would be deprived of foreign shipping services in case of war. T.1644-B
Great Lakes yards essential to Canada's security. T.1644-D
Statement attributed to former Deputy Minister of National Defence that next war will last only two weeks. T.1644-E
Advance planning should be made concerning operations of shipyards in emergency. T.1668

DEFENCE; (cont'd)

British shipyards could be put out of action at early stage in event of war. T.1712

Government naval program alone will not maintain Canadian shipyards at size required. T.1712

Great Lakes shipyards strategically situated. T.1712-13, 1750

Maintenance of shipping and shipyard nucleus should be charged against national budget as defence cost. T.1788

Military and economic arguments for restrictions are separate issues. T.1792

Maintenance of nucleus shipbuilding by subsidies provides more exact control of taxpayer's money. T.1798

Protection of coastal trade will not ensure a nucleus of shipbuilding. T.1799

Maintenance of nucleus of shipping and shipbuilding through federal defence budget is more efficient than protection. T.1800

Figure of 7,000 men suggested in 1949 as minimum employment in shipyards still stands. T.1905

Without shipyards in North America freedom cannot survive. T.1947

Statement by L.B. Pearson in Victoria in August 1955 on relations with U.S.S.R. T.1949-50

Statement by Rear Admiral Pullen August 1955 in Victoria, on necessity for peacetime navy. T.1950

Key men imported from the U.K. to assist in expansion of shipbuilding during World War II. T.1952

If B.C. yards allowed to revert to 1939 levels they will not be able to expand quickly enough in event of war. T.1953

It is not in U.K. interest to see B.C. yards disappear. T.1958

North Pacific Ocean and B.C. yards would be of special importance in any future war. T.1966-68

Nucleus employment in shipbuilding difficult to define, for it depends on nature of requirements. T.2002

B.C. shipbuilders consider nucleus figure of 7,000 men, given by Canadian Maritime Commission, as too low. T.2004

Restriction of coastal trade not necessary to solve defence problem. T.2101

DEFENCE: (cont'd)

Canadian Maritime Commission estimated that Canada should have fifty ocean-going ships with ten officers per ship. T.2383

Canada making some defence preparation (i.e. the DEW Line), but not protecting such essential industries as shipbuilding and shipping. T.2409

It takes four to five years to train skilled shipyard worker. T.2315

Construction work confined to commercial vessels may not be sufficient to maintain nucleus of skilled labour for naval program. T.2456-59

Maintenance of Canadian merchant marine essential for defence, and for external and internal trade. T.2831-34

Shipbuilding activity needed in peacetime to maintain industry in case of war. T.2860-1, 2875-7

Chief reason for demand that coasting trade be restricted. T.2907, 2960

Essential to maintain sufficient shipbuilding facilities to serve as nucleus in event of war. T.3109

Recommend maintenance of shipbuilding and ship-repairing industry for national security. T.3218

Impractical for marine industries to retain skilled workers, if shipbuilding declines. T.3223

Recommend manufacture of marine components in Canada for security reasons. T.3226

Canada should not be dependent on U.K. and foreign flag vessels because in emergency they could be withdrawn and Canada left without ships. T.3637

Reasons for maintaining Canadian shipbuilding industry. T.3829-32 4224, 4312

Canadian Vickers recommends maintenance of Canadian shipyards for national defence reasons. T.4240,4251-57

Speech, Dr.O.M. Solandt (former Chairman, Defence Research Board) in Montreal, February 1955 indicating that ever progressing science is steadily reducing time available for expansion in any future emergency and conversely has increased time necessary for such expansion. T.4314-15

Restriction of coasting trade to Canadian-built and registered ships recommended in order to maintain shipbuilding industry for national economic and defence reasons. T.4370

Reasons for maintaining shipyards based on defence and employment. T.4399-4400

DEFENCE: (cont'd)

If certain shipyards are maintained for national defence purposes, Great Lakes yards should be considered because they offer maximum protection from attack. T.4403-04

In event of enemy attack coastal shipbuilding, ship repair facilities and harbours would be destroyed, and Canada would have to depend on Great Lakes shipyards which would be open only to air attack. T.4437

Shipbuilding and repair facilities in Great Lakes essential to national defence, must be maintained as going concerns and protected from low-cost foreign competition. T.4438

Because of inter-war decline in Canadian shipbuilding, government had to spend almost $40 m. to revitalize shipyards for defence purposes. T.4453

Time lost in re-organizing shipbuilding during World War II indicates importance of maintaining active shipyards. T.4453

Canadian Westinghouse advocates strong shipping industry in interests of national defence. T.4552

Restriction of coasting trade not sufficient to maintain shipbuilding facilities capable of rapid expansion in war-time, other supplementary aid required. T.4612

Construction of Canadian barges, ferries, and repairs to foreign ships, Canadian naval, merchant and Government ships sufficient to maintain efficient Canadian yards and retain safe nucleus for defence purposes. T.4701

NATO would allocate sufficient ships to Canada in time of emergency because supplies of Canadian wheat, food and munitions of vital importance to NATO countries. T.4712

Copy of "Jane's Fighting Ships 1955 and 1956" presenting up-to-date world defence picture, given to Commission. T.5080

Defence should be main consideration of Commission. T.5080

Chart of monthly totals of British, Allied and Neutral shipping losses by enemy action, and total number of U-boats and operated U-boats. Ex.#228, T.5248, 5490

Clipping from Montreal Gazette describing new anti-submarine and maritime reconnaisance aircraft. Ex.#229, T.5248, 5490

Old-fashioned thinking for shipbuilders to base arguments for restricting coasting trade to Canadian-built vessels on national defence problem. In event of war we need completed weapons, not merely the capacity to build them in a number of years. T.5489

DEFENCE: (cont'd)

Strong national defence programme would (1) provide security (2) assist shipbuilding industry (3) maintain safe nucleusemployment in shipyards (4) permit maintenance of coasting trade status quo and low transportation costs. T.5494

NATO will allocate tonnage to meet Canada's national needs in case of emergency. Ex.#116

World War III may be of short duration and shipyards must be ready. T.5752

In view of destruction resulting from modern war, Canadian shipyards will be expected to provide ship replacements as well as Canadian ships to carry munitions, supplies and food to NATO members. T.5754

St. John's, Nfld., Halifax and Saint John, N.B., shipyards played vital part in repairing allied ships during World War II and would be expected to do the same in the event of a third war. T.5756

Vancouver and Victoria yards extremely important to the North Pacific. T.5757

It is of joint interest to Britain and Canada that Canadian shipyards remain active and efficient. T.5765

In a future war U.K. might find itself dependent on North American shipyards. T.5766

Defence need on previous occasions for Canadian ships. T.5886

Shipbuilding industry in Canada required for national defence including development, construction, repairs, conversion and upkeep of Canadian Navy. T.5888

Defence aspect only possible ground on which future protective measures can be justified. T.5911

Great Lakes shipping will be in same position as ocean-going shipping for defence reasons on completion of seaway. T.5912

DESGAGNES, CAPT. ROGER,
ST. JOSEPH-DE-LA-RIVE (CHARLEVOIX), P.Q.: B-9

Small ship operator between Gulf of St. Lawrence and Montreal. B.9, p.1

Recommends exclusion of foreign and U.K. ships from Canadian coasting trade. B.9, p.1

Recommends long-term government loans to owners of small coasters and federal subsidy assistance to shipyards to enable operators to buy Canadian-built ships. B.9, p.1

DESGAGNES, CAPT. ROGER,; (cont'd)
Suggests that a specific percentage of all important water transportation be assigned to small Canadian ships. B.9, p.1
Recommends that seaway tolls be based upon tonnage of ships. B.9, p.2
Suggests formation of federal committee to look after welfare of small coaster. B.9, p.2

DINGWALL SHIPPING COMPANY, LTD.,:
HALIFAX. B-85,167
Transporting iron ore for Iron Ore Company of Canada from Seven Islands to Contrecoeur, P.Q. B.85
Incorporated in Canada in 1945 with shares held mainly in New York for account of Scandinavian Ore Tankers Inc., Sweden. Ex.#207, T.5057
Supplies ships to transport ore under arrangement between Iron Ore Company of Canada Limited and Scandinavian Ore Tankers Inc. Ex.#207, T.5057
Operated M.S. "Walton" (14,500 tons) a diesel ore carrier, and several chartered vessels to move ore from Sept Isles in 1955. Ex.#207, T.5057
Has 2 new ore carriers, (19,600 tons) under construction in U.K. Ex.#207, T.5057

DISTANCES:
Distances between Great Lakes and St.Lawrence River ports, extracted from Pilot Directory. Ex.#13, T.383
See "Canadian Ports and Shipping Directory", book compiled by F.M. Wallace, revised by A.T. Muir, published by National Business Publications Ltd., Gardenvale, P.Q.
"Information Concerning the River St.Lawrence Ship Channel from Father Point to Montreal including Tide Tables - Montreal to Lake Ontario and the Ottawa River" 1955 booklet issued by Dep't. of Transport.
Distances between St.John's,Nfld., and other points in Canada. B.56, p.11
Comparative mileage between points in P.E.I. and points in New Brunswick via Borden and West Point. B.29
List of ports frequented by Branch Lines ships and their relative distances from Corner Brook. Ex.#148, T.4285-86
Map of Newfoundland showing harbours from which Branch Lines Ltd. operates to Corner Brook. Ex.#147, T.4285

DIANE SHIPPING CO.:
Greek-owned company which carries freight between Great Lakes and Lower St.Lawrence. T.3005

DOMINION MARINE ASSOCIATION,
TORONTO: B.28,146,147,148,160,168
Membership and activities. B.28, p.5
Hearings. T.341- 501
Oral submission. T.341-501
Supplementary brief includes aims, list of members, description of navigation schools, statistical data on lake and ocean freight rates, grain and ore shipments. Ex.#7, T.341
Recommend:
1) amendment of Canada Shipping Act to allow only Canadian registered ships to engage in coasting trade in inland waters of Canada (west of line from Cap des Rosiers through West Point Anticosti Island). No restrictions elsewhere;
2) negotiating treaty with U.S.A. to restrict trans-boundry trade in territorial waters of the two countries to ships of Canada and U.S.A. T.342-43
Canadian coasting ships said unable to meet foreign competition. T.343
Building costs. T.343
Operating costs. T.344
Seasonal operations. T.344
Wheat, coal and iron. T.344
Great Lakes fleet valued at roughly $215. per gross ton. T.345
Canadian shipowners should be allowed to carry Canadian materials, e.g. iron ore. T.346
Stability of grain rates on lakes. Rates controlled by Board of Grain Commissioners. Ship Controller under Transport Act has right to assign ships to the grain trade. T.346-347
Recommendations are limited to Great Lakes area. T.353-356
Withdraws Appendix 1B dealing with eastern waters. T.356
Predicts that if Great Lakes coasting trade remains open to Commonwealth competition Canadian taxpayer will eventually have to provide himself with a Great Lakes fleet. T.353-354
Requests do not affect Nfld. trade even if this originates in Hamilton or Toronto. T.354-355
Mainly interested in bulk trade. T.355
Proposals do not affect Maritime Provinces. T.356
Proposals would not prevent U.K. or foreign ships from hauling grain from lakehead for direct export. T.356-357

DOMINION MARINE ASSOCIATION: (cont'd)
Proposals do not affect West Coast. T.356
Proposals do not affect inter-coastal trade (mainly built up by Saguenay Terminals, a subsidiary of Aluminum Company). T.357
Copy of proposal for Great Lakes Treaty between U.S.A. and Canada (Lake Carriers' Association, Cleveland, Ohio) Ex.#8, T.353
Annual Report (Lake Carriers' Association). Ex.#9, T.366
Report of Conference on Operation of Dominion Legislation and Merchant Shipping Legislation-London, 1929. Ex.#10 A, T.380
Summary of Proceedings of Imperial Conference - London 1930, and appendices. Ex.#10 B.& C. T.380
Commonwealth of Australia Navigation Act, 1912-53.
Ex.#11, T.380
Excerpts from agreed statements of law relating to shipping matters. Ex.#12, T.383
Distances between Great Lakes and St.Lawrence River ports.
Ex.#13, T.383
Annual Report of Great Lakes Protective Association, Cleveland, Ohio. Ex.#14, T.462
Statistical data on Great Lakes fleet, and carrying capacity of fleets of Association members. 1945-54. Ex. #15
Australian legislation governing coastal trade. Ex.#89
Dominion Coal Board Act.
Ex.#90
Orders-in-Council governing coal subventions to Dominion Steel and Coal Company.
Ex.#91 - 92
Moves 1 m. tons package freight per year up Great Lakes (6-10% is of import origin). T.3691
Dimensions of two self unloading vessels,"Gypsum Prince" and "Gypsum Queen" which carry gypsum from Nova Scotia to U.S.A.
T.3692
Total insured value Great Lakes fleet (T465) revised to $261 per gross ton. T.3695-96, 5127
Table of typical elevator charges.
T.3696
Explanation of schedule showing operating costs of (1) Type A - 4 large new upper lakers and (2) Type B - 4 smaller old upper lakers during period 1951-54.
Ex.#93, T.3760, 5660

DOMINION MARINE ASSOCIATION: (cont'd)
Additional information on Ex.#93 for Type A and B ships over period 1951-54 (1) names, dimensions of ships, (2) cost per ton mile of cargo carried, (3) gross freight earnings, (4) depreciation written off, (5) amount in books and undepreciated capital cost at beginning each year.
Ex.#165, T.3717-24,5117,5660
Statement showing relation between fluctuating ocean freight rates in Ex. #7 (3&4), normal ocean rates and lake rates in order to get some basis of comparison.
Ex.#165, T.3728-34, 5115
Statement showing grain freight rates Montreal to U.K. charged during 1950-55.
Ex.#165, T.3753-55, 5115
Inquiry as to operating cost, ton mile cost, ship dimensions, gross tonnage, carrying capacity, for typical ship (10,000 tons) carrying grain from Montreal to England.
T.3757-60
Cost figures on ton-mile basis said to be meaningless.
T.4921-25
Ship operating costs on ton-day, ton-hour, or ton-mile basis.
Ex.#165, T.4923
Description of Ex.#165. T.5115
Figures in Ex.#165 showing operating costs for 4 upper lakers are within .6 of a cent of CSL figures presented in Ex. #200. T.5117,5128-29
Approves all figures presented in CSL Ex.#200. T.5118
250 operating days used in Government of Manitoba's Ex.#187, 230 days in Ex.#165 & 200, but actually 4 upper lakers in Ex.#165 operated only 200 days. T. 5118-19
Plan of dual purpose oil or ore and ore or grain carriers suitable for ocean and/or Lake and St. Lawrence waterways trade.
Ex.#165 T.5121
Ordinary tankers may be used as grain carriers. Ex.#165, T.5121
Statement on insurance valuation and premiums earned in connection with Great Lakes Fleet.
Ex.#165, T.5127
Operating cost figures for upper lakers in Association's Ex.#165 and CSL Ex.#200 differ by .6 cents on grain shipments and about 8 cents on iron ore. T.5117, 5128, 5130
Critical analysis by Canadian Federation of Agriculture of Ex.#93 and 165. T.5467-89, 5497-5500
Argument (presented by Mr. F.O. Gerity). T.5660

DOMINION MARINE ASSOCIATION: (cont'd)
Recommends: (1) Para.13 of Canada Shipping Act be amended by insertion of word "Canadian" instead of "British" and that definition section of Act be suitably redrawn; (2) transboundarytrade be reserved to U.S. and Canada.
Recommendations to apply only to inland waters as defined in Canada Shipping Act - a line so far eastward of Great Lakes as a line drawn between Cap des Rosiers through the west point of Anticosti Island extending to north shore(east of Seven Islands).
T.5660-5661
Association has no objection to present provisions of Transport Act concerning package freight.
T.5864

DOMINION STEEL AND COAL CORPORATION, LTD., SYDNEY, N.S. (DOSCO):B-149
Company carries its own coal in owned or chartered ships.
T.493, 1101
Endorses submission made by Maritime Transport Commission.
T.1098
Cannot find suitable Canadian ships for carrying coal, iron ore and limestone,- 5 m. tons annually.
T.1098
Restrictive policy would force Company to curtail present operations. T.1099
More economical to hire British ships during navigation season.
T.1101
Company transports about 2 m. tons of coal from Cape Breton to St. Lawrence market, and if coal shipped on Canadian vessels rather than U.K. ships the cost would be double. T.1102
Company brings in about 1 m. tons a year of iron ore and limestone from Nfld. and any restriction would adversely affect this trade. T.1102
Horizontal increases in rail rates since 1948 have already affected competitive position.
T.1102
Transportation costs constitute 15% of total sales but in case of coal and steel from Sydney percentage is higher. T.1102
Location of DOSCO plants.
T.1104-05
Company employs about 12,000 men in coal industry and 4,000 in steel industry in Cape Breton.
T.1106
Company employs about 29,000 people altogether. T.1106

DOMINION STEEL AND COAL CORPORATION LTD.: (cont'd)
Subsidiary, Dominion Shipping Company operates 3 Canadian registered ships and about 10 ships under British registry. T.1107
Coal shipped to Nfld. mainly carried by ships other than those operated by DOSCO. T.1111
Company finds it difficult to compete in coal trade west of Montreal.
T.1112
Halifax shipyards, a member of DOSCO group, associated with submission made by shipbuilding interests
T.1114-15
Company obtained 3 ships from government after World War II because no other shipping available at the time. T.1127
Halifax Shipyards mainly engaged in repair work and naval construction.
T.1127-28
DOSCO imports part of its supply of coal from abroad. T.1180
Coal industry in Cape Breton could be improved by further mechanization.
T.1560
Company saves approximately $2 m. a year through chartering U.K. vessels
T.1560
Shipments of coal and steel.
B.100, pp.61-62
Uses 13 U.K. flag ships in Nova Scotia-Nfld.-Montreal coal trade.
T.3625
Pays bonuses to crews on 13 U.K. registered ships operating in Canadian coastal trade. T.3645
Legislation governing coal subventions paid to company to equalize water rates to Port of Montreal.
Ex.#90,91,92, T.3694-95
Subsidized by Federal Government.
T.5799
Part of DOSCO's troubles ascribed to absenteeism of miners. T.5799

DUAL PURPOSE SHIPS:
British shipyards ready to construct for all-year operation. T.1854
Relative advantages & disadvantages of dual purpose ships. (CSL)
T.3836-51
Most popular combination carrier is ore/oil. T.3836
Combination carriers vary from 560 ft. to 632 ft. in length. T.3837
Majority of Canadian upper laker combination vessels are ore/grain.
T.3838
On present composite ships used in Great Lakes the variable is only in type of cargo, but second variable (ocean-going/lake vessel) is being studied. T.3840-43

DUAL PURPOSE SHIPS: (cont'd)
In financial analysis dual purpose ships do not show up so well as single purpose ships, but have following advantages: (a) greater possibility of obtaining return cargo, (b) most bulk cargo moved is of seasonal nature and flexibility an asset.
T.3843-46, 3848-51
Advantages and disadvantages of dual purpose and single purpose ships. T.3843-46, 3848-51
Composite ship is as good a money carner as basic laker and is more flexible. T.3850-51
"The Development of Ore Carriers in Recent Years" (W.A. Stewart, Naval Architect) a paper read before British North East Coast Institution of Engineers & Shipbuilders. April 1954. (Quotation). T.3845-46
Doubtful if dual purpose ocean-going ships, stronger but with less cargo capacity, could compete with Canadian lakers.
T.3769-70
Not expected to be a big factor in Great Lakes coastal trade. T.4714
Two plans of combined oil or ore and ore or grain carriers suitable for ocean and/or lake and St. Lawrence waterways trade.
Ex.#165, T.5121
"Modern Ore Carriers", paper by Mr. J.J. Henry presented to Society of Naval Architects and Marine Engineers in New York - 1955. Ex.111, T.3836
Specialized ships (upper lakers) could be built economically in U.K. and, with temporary stiffening, moved across Atlantic.
Ex.#116
and see also evidence of Mr. R. Lowery. T.2917-41
Sketch of typical midship section of Great Lakes ore/grain carrier.
Ex.#113, T.3839
Sketch of typical midship section of ocean-Great Lakes ore/oil carrier. Ex.#114, T.3841
Composite vessel less efficient than one designed for specific purpose. T.5226
Statement (enlarging Ex.#95) showing difference in operating costs between Canadian-built and manned upper lakers, U.K.-built and manned dual purpose ships, and largest U.K. ship capable of navigating seaway. (Vessel Types A-G). Ex.#200,202, T.4969-74
Design specifications of vessels listed in Ex.#200. Ex.#201

DUAL PURPOSE SHIPS: (cont'd)
Prospective demand for their services. Ex.#213, T.5060
Canadian shipowners and U.K. shipbuilders have discussed specially designed bulk carriers for use on completion of seaway but no precise design as yet developed.
Ex.#214, T.5060
Ships designed for seaway use would be handicapped (by restricted draft) for ocean service.
Ex.#214, T.5060

DUNDEE, PERTH AND LONDON SHIPPING COMPANY, LTD., DUNDEE, SCOTLAND:
B-97
Operates services between Nfld. and Great Lakes.
Summary of arguments. B-97,p.2

DEADWEIGHT TONNAGE:
Compared with gross tonnage.
T.5217

EMPLOYMENT:
In shipbuilding, by regions 1DT 9-11
Related to wage levels. 1DT 9-11
Seasonal fluctuations, stabilization of. 1DT 11-12
Necessary to have several ships at different stages of construction in shipyard to keep all trades employed. 1DT 11-12
Great Lakes shipping provides employment for sailors of four maritime provinces. T.356
Desirability of maintaining employment in diversified trades and skills. T.87-89
N.M. Paterson & Sons Ltd. employ Canadians only. T.479
CCCL suggests nucleus of 40,000 workers in Canadian shipyards, a figure proportionate to employment in American shipyards. 1DT. p.8
Changes in employment in Canadian shipyards, by regions, 1946-1953. 1DT. pp.10-11
CCCL compares 12 month activity in building industries and continuing seasonal fluctuations (and other fluctuations) in shipyard employment. 1DT. pp.11-13
Employment in shipyards could be improved if Canada Shipping Act amended. B.16, p.2
Longshoremen at St.John's, Saint John and Halifax. B.13, p.2
Adverse effects on employment in Owen Sound area if foreign competition permitted in Great Lakes shipping. B.27, p.1
Employment in Georgian Bay District. B.30, p.1
Shipbuilding and ship repairing. B.32, p.2; Appendix, p.1; B.75, p.1; B.77, p.8; B.82, p.37; B.89, p.17
Water Transportation, B.34, p.3; Appendix, pp.1-2
Deep-sea fleet. B.34, p.3; Appendix, pp.2-3
B.C. shipyards. B.36, pp.1-12; B.103, p.23; B.111, pp.3-4; Appendix Table II.
Forecast of further fall in employment in Collingwood shipyard. B.63, p.2
Unemployment in Midland shipyard. B.64, p.1
Port Arthur Shipbuilding Company, Ltd. B.73, pp.1-2
Little effect on employment in shipyards when seaway completed. B.77, p.9
Nucleus employment in shipyards. B.77, p.4
Shipbuilding employment not seasonal. B.79, p.3

EMPLOYMENT: (cont'd)
Average monthly employment in shipyards since World War II. B.82, p.36
In coastal shipping. B.89, pp.5-6
Quebec shipyards, 1953-54. B.89, p.17
Shipbuilding, by regions, 1939-1945. B.101, pp.8-9
Index numbers of employment in shipyards, by regions 1939-1954. B.101, p.10
Average monthly employment in shipyards, by regions, 1946-53. B.101, p.12
Benefits of steady shipyard employment. B.11, p.6
Difficult for older shipyard workers to obtain other employment. T.1639
Employment in shipbuilding and ship repairing industry dropped from 23,569 on March 1, 1953 to 17,833 as of March 1, 1955. T.1706
Adequate data for measuring productivity in Canadian shipyards not available. T.1708
In localities where shipbuilding industry may disappear, new industries will move in and displaced labour will be reabsorbed. T.1839
Curtailment of shipbuilding work should be a gradual process so as to allow displaced labour to find new jobs. T.2110-12
Total number of ship's officers, including engineers and deck officers, has been around 3,000 for several years. T.2383
Participation of U.K. vessels would not diminish employment in Canadian shipyards by more than 50% for following reasons: (1) construction and repair of small craft, (2) construction and repair of government and naval vessels, (3) repairing ocean vessels, (4) construction and repair of specialized lakers. (Manitoba argument) T.1793
Workers released from shipyards have been absorbed by other industries. T.1793-94
Participation of U.K. ships will only partly affect employment in merchant marine. T.1795
There are about 12,500 trained shipyard workers in B.C. at present. T.2398
In 1939 employment in Canadian shipyards totalled 3,491, in B.C. 968. T.2413
It takes four to five years to train a skilled shipyard worker. T.2315
Some shipyard workers, like electricians, may move easily into other industries, but it is difficult for others like iron workers and boilermakers. T.2416

EMPLOYMENT: (cont'd)

Iron workers and boiler-makers may be employed in industrial work carried out by some shipyards. T.2418

Restriction of coasting trade would provide stability of employment. T.2879-80

In shipbuilding-occupational classes. T.2901-03

Nucleus employment for shipbuilding industry. T.2915

Clarke Steamship Co. employs 375 Canadians during navigation season and retains 120 during winter for West Indies service. T.3474

Clarke Steamship Co. spends $900,000 per year in wages, and employees pay income tax of about $56,000. T.3474

Decline of Canadian flag deep-sea fleet, and elimination of Canadian flag ships from some St.Lawrence routes have depressed shipping and shipbuilding industries in Montreal district, and caused unemployment for suppliers of goods and services. T.3648-49

The 40 to 50 non-Canadian ships operating in coastwise trade originating from Maritime Provinces represent loss to Canada: (1) 2,000 Canadian seamen precluded from jobs, (2) ships drydock and repair outside Canada, (3) ships provision outside Canada, (4) crews spend only small cash advances in Canada. T.3650

If coasting trade not restricted and traffic increases as anticipated Canadian shipyards do not face extinction, and unlikely that employment will fall below nucleus of 7,000 men. Ex.#161, B.127, pp.10-11

Proposed shipbuilding program (CSL) for Great Lakes trade over next 10 years would employ about 3,000 men. T.3872

Wages paid to shipyard employees average about 35% of cost of ship. T.3871

Canadian Vickers employment statistics. Ex.#141-144, T.4202-05

50% of working force in shipyard can use their skills in other industries. T.4270-73

Twice as many electricians required in construction of war ship as for commercial ship. T.4337

Lake carriers employ over 1,000 people in Simcoe County area. T.4367

EMPLOYMENT: (cont'd)

About 700 people engaged in lake shipping in 16 to 18 mile area around Midland. T.4377

Employment in shipbuilding and shipping industries in south and southeastern Georgian Bay area. T.4377-79

About 1300 people employed on bulk carriers in southern Georgian Bay area. T.4378

Unemployment figures (Simcoe County) T.4384-85

Reasons for maintaining shipyards based on defence and employment. T.4399-4400

Shipbuilding yards employ over 7,000 and perhaps indirectly 70,000 people,- an important factor in the national economy. T.4401-02

Owen Sound unemployment figures reach from 1,200 to 1,600 in winter months (500 to 605 of these men are normally employed in lake shipping.) T.4406

Owen Sound area would suffer from unemployment if foreign ships took control of coasting trade after seaway opened. T.4412-13

Algoma Steel Corporation employs 7,000 people out of working population of approximately 11,500 in Sault Ste. Marie. T.4416

Collingwood has a sailor and marine population of about 400 people employed in Great Lakes trade. T.4446

Collingwood yards normally employ about 600 people but at present have only 100 to 125. T.4446

Grain elevators in Collingwood provide employment which might be affected by foreign vessels coming in and moving cargoes. T.4446

800 people unemployed in Collingwood in January 1955. (1/3 of male working population). T.4446

Shipyards at Collingwood losing nucleus of trained young people, because of uncertainty of work in shipyards. T.4447-48

Collingwood and Midland Shipyards would employ between 500 and 600 people in each yard if building one big ship a year. T.4470-71

Midland and Collingwood shipyards would require a nucleus of 250 and 350 people to remain in operation. T.4478

Since World War II, shipyard employment in Canada has never been below 10,000, or below the estimated nucleus of 7,000. T.4895, 4918-20

EMPLOYMENT: (cont'd)
Statistics and graphs showing employment at Marine Industries Limited. Ex.#150
Midland Shipyards statement showing distribution of salaries and wages. Ex.#151
Collingwood Shipyards statement showing distribution of salaries and wages. Ex.#152

ESCROW PLAN:
Criticism of plan. B.16, p.1, T.1198-1200, 1515-16
Replacement plan and its effects on shipyards in Great Lakes when seaway completed. B.77, p.9
Comments of C.C.C.L. B.101, pp.27-31
See also under British Registry.
National Gypsum Company replacing 2 Park boats by 2 vessels built in West Germany to be registered in U.K. T.1195-96
Letter of Mr. L. Chevrier to Mr. Bell (Maritime Marine Workers' Federation) of May, 1953 concerning replacement plan. T.1198-99
Some Park vessels transferred to Panamanian registry. T.1209
No replacement ships built in Maritime yards under escrow plan, probably because of higher costs in that region than in Quebec. T.1519-20
Provision for coastal ships ended in November 1953. T.1642
Mont Ship Lines presently using escrow funds to build a ship in Germany. T.1680
Funds owned by ocean-going operators are made available by assignment under quid pro quo agreements. T.5163
Ocean-going operator desiring access to capital tied up in fund willing to accept a discount on assignment of funds in order to get them into use. T.5164
Impractical for ship owners to use funds because Government restrictions require that ships be built in Canada and operated under Canadian registry. T.5169
Not limited to ship construction in Canadian shipyards as inferred in Government of Manitoba Brief #77. Ex.#220, T.5069-79, 5219
"Monship" presently using escrow funds to build 3 or 4,000 ton ship in Germany. T.5080, 1680

ESCROW PLAN: (cont'd)
Escrow funds presently available only for construction of dry cargo vessels, not tankers. Ex.#220, T.5077, 5220
Types of vessels built in Canadian shipyards under escrow fund plan up to March 31, 1955. T.5160
Use of escrow funds for construction of lake vessels discontinued 3 years ago. T.5219-20
In 1953 one was permitted to buy escrow funds up to 30% of cost of lake vessel. T.5221
Used in construction of the "Coverdale" and/or the "Hochelaga". T.5221
Would probably be allowed for use in construction of composite oil/ore ocean-going vessels. T.5224
Any ships built with escrow funds must be for Canadian registry. T.5224
"SS Andros Venture" and "SS Andros Fortune" built with escrow funds at Davie Shipbuilding yard at Lauzon, P.Q., for Andros Shipping Co. Ltd., Montreal. (Canadian corporation with American principals.) T.5159-60
Over $57m. has accrued to fund since 1948, and over $46 m. spent in Canadian shipyards up to March 31, 1955. T.5160-61

EXHIBITS:

1. Queen's Commission and Terms of Reference - March 1, 1955, P.C. 1955-308, March 1, 1955 - (setting up Royal Commission on Coasting Trade).

2. Canadian Shipbuilding and Ship Repairing Association.
Report on "Revision of Federal Transportation Policy" prepared for President of U.S.A. by Presidential Advisory Committee on Transport Policy and Organization April 1955. (recommended greater reliance on competitive force in transportation, and maintenance of strong common carrier system for expanding economy and national security).

3. Canadian Catholic Confederation of Labour, Montreal, and National Metal Trades Federation.
Letter from Hon. Ian A. MacKenzie, Minister of Veterans' Affairs to the "Shipyard Workers of Vancouver" - June 4, 1945 - (with regard to postwar shipbuilding in Canada.)

4. Canadian Shipbuilding and Ship Repairing Association.
List of orders for commercial vessels on hand in shipyards, May 1, 1955.

5. Canadian Shipowners Association.
List of member companies.

6. Canadian Industrial Traffic League.
List of member companies.

7. Dominion Marine Association.
Supplementary brief submitted at first Ottawa Hearings outlines Association's aims, lists member and associate companies and their gross tonnage, describes navigation schools operated by Association, and includes statistical data showing:
   (1) variability of ocean tramp freight rates over time, and between routes and cargoes. (Ex. 3 & 4)
   (2) Lake freight rates on wheat, comparison of Lake rates and ocean rates. (Ex. 5 & 6)
   (3) movement of grain from Lakehead and storage on lake ships 1945-1954. (Ex. 7 & 8)
   (4) movement of iron ore to and from Canadian Great Lakes ports in 1953. (Ex. 9)

8. Dominion Marine Association.
Proposal for Great Lakes Treaty between U.S.A. and Canada for mutual defence (prepared by Lake Carriers' Association, Cleveland, Ohio.)

9. Dominion Marine Association.
Annual Report - Lake Carriers' Association, Cleveland, Ohio.

10. Dominion Marine Association.
   (a) Report of Conference on the Operation of Dominion Legislation and Merchant Shipping Legislation - London, 1929.
   (b) Summary of Proceedings of Imperial Conference - London, 1930.
   (c) Appendices to Summary of Proceedings of Imperial Conference - London, 1930.

11. Dominion Marine Association.
Commonwealth of Australia Navigation Act, 1912-1953.

12. Dominion Marine Association.
Excerpts from agreed statements of law relating to shipping matters.
(British Commonwealth Merchant Shipping Agreement, December 10, 1931)
(International law in territorial waters).
U.S.A. Canadian Waterways Treaty - January 11, 1909, (navigation of boundary waters).
St. Lawrence Deep Waterway Treaty - July 18, 1932.
Agreement Between Canada and the U.S.A. For Promotion of Safety On Great Lakes By Means Of Radio - February 21, 1952.
Canadian legislation governing grain-carrying ships.
Australian legislation governing coastal trade - Commonwealth of Australia Navigation Act 1912-1953, Income Tax Assessment Act, Commonwealth of Australia Constitution Act - 1900 (letter from Malleson Stewart & Co., Melbourne, Australia).

12. (continued)
U.K. Navigation Acts - 1651-1849.
U.S. Laws respecting navigation, safety and marine shipping.
Chart comparing crew complement and basic monthly wage rates for bulk carriers (10,000 tons) between U.K. and Canadian ocean-going vessels in 1955.
Chart of statistical data on vessels of Canadian registry trading on Great Lakes.

13. Dominion Marine Association.
Charts showing distance between points on Great Lakes; Lake Superior; Lake Michigan; Lake Huron and St. Mary's River; Lake Erie and St. Clair, Detroit and Niagara Rivers; Lake Ontario and St. Lawrence River.

14. Dominion Marine Association.
Annual Report of Great Lakes Protective Association, Cleveland, Ohio.

15. Dominion Marine Association.
Two charts of statistical data on Canadian-registered vessels trading on Great Lakes, and carrying capacity of fleets of member companies -1945-1954. (letter from Thorne, Mulholland, Howson & McPherson, Toronto).

16. Government of the Province of Newfoundland.
Statements showing class rates from Halifax, N.S. and Saint John, N.B. to Cornerbrook and to St. John's, Newfoundland effective 1954 & 1955; class rates from illustrative Canadian origins to special Newfoundland destinations and percentage increases resulting from application of rate increases to a base year compared with present rate levels.

17. Government of the Province of Newfoundland.
Statement of all rail and rail/water class rates (March 1, 1951) compared with normal class rates from illustrative Canadian origins to specified Newfoundland destinations.

18. Government of the Province of Newfoundland.
Statements showing history of normal all rail, rail/water and all water class rates, also resulting summer rate differential from Montreal and from Toronto to St. John's, Newfoundland.
Statement showing commodities and freight rates from Montreal to St. John's, Newfoundland during open navigation period.

19. Government of the Province of Newfoundland.
Agreement between Canadian National Railway and Furness, Withy & Company Limited.

20. Government of the Province of Newfoundland.
Statistical data on Cornerbrook shipments of Bowater's Pulp and Paper Mills Limited including incoming and outgoing cargoes 1951-54, cost of marine transportation, total sales and freight rates in 1954, and types of ships used.

21. Government of the Province of Newfoundland.
List of main industries in Newfoundland.
List of current members of Newfoundland Branch of the Canadian Manufacturers Association.
Copy of Branch's Annual Report - 1955 (gives background of Confederation and its effect on industry and transportation).

22. Government of the Province of Newfoundland.
Table showing means of transport used by 8 manufacturing industries for importing raw materials.

23. Government of the Province of Newfoundland.
Number of cod fishermen operating in 1953. (letter from Department of Fisheries, St. John's, Newfoundland to Newfoundland Associated Fish Exporters Ltd.).

24. Government of the Province of Newfoundland.
Statement of shipments of 1953 production salt codfish to and through Canadian ports and New York by Newfoundland Associated Fish Exporters Ltd.

25. Government of the Province of Newfoundland.
Montreal Shipping Company Limited Charter Party.

26. Government of the Province of Newfoundland.
Canadian National Railway Charter Party.

27. Government of the Province of Newfoundland.
A. Willard Ivers Inc., Charter Party.

28. Government of the Province of Newfoundland.
Americanized Welsh Coal Charter Party.

29. Newfoundland-Great Lakes Steamships Co.
British Commonwealth Merchant Shipping Agreement (1931)

30. Committee on Newfoundland Coastal Shipping
Supplementary brief,
(1) Opposes extension of Transport Act to coastal trade of Newfoundland.
(2) Stresses Newfoundland's urgent need for a buoy boat.
(3) Claims differences in wages paid by C.N.R. and other Newfoundland vessels not unreasonable considering types of service provided.
(4) Includes schedule comparing wages of crews on C.N.R. operated ships in various tonnage groups with wages of unorganized crews and typical Newfoundland coasting vessels.

31. Maritime Marine Workers' Federation (C.C.L.)
Summary of assistance provided for shipbuilding and shipping industries in other maritime nations, (Argentina, Australia, Belgium, Brazil, Chile, Denmark, France, Germany, Greece, India, Italy, Japan, Netherlands, Norway, Panama, Spain, Sweden, U.K., U.S.A.

32. Maritime Marine Workers' Federation (C.C.L.)
(a) Letter from Rt. Hon. C. D. Howe (possibility that U.S.S.R. might place orders with Canadian shipyards for vessels, other than strategic, if price competitive.)
(b) Letter from J. C. MacKinnon to East West Export Import Co. Ltd., Vancouver. (Application for export permit of one general cargo motor ship to U.S.S.R. refused.)

33. Newfoundland Canada Steamships Limited.
Submission entered at Halifax Hearings.

34. Lunenburg Foundry & Engineering Ltd.
Brief submitted at Halifax Hearings.

35. Markland Shipping Company Limited.
Submission filed at Halifax Hearings - (recommends no change in coastal trading regulations that might increase costs, strict enforcement of Section 54 of the Customs Act, and suggests that freight earned on Canadian cargoes by foreign vessels be taxable.

36. Government of the Province of Prince Edward Island.
Maxwell Harris Company Inc., Charter Party.

37. Government of the Province of Prince Edward Island.
Telegram addressed to Rand H. Matheson from Maxwell Harris Company Inc. (quotes rate for potatoes shipped from Maine to Florida.)

38. Government of the Province of Prince Edward Island.
Schedule of rail rates on potatoes from points in P.E.I. and N.B. to points in Quebec and Ontario indicating freight rate increases since April 7, 1948 to July 18, 1955.

39. Government of the Province of Prince Edward Island.
Canadian Freight Association contract on agreed charges (potatoes) effective March 1, 1954, between Algoma Central and Hudson Bay Railway Company, C.N.R., C.P.R., Essex Terminal Railway Co., Wabash Railroad Co., and the P.E.I. Potato Marketing Board.

40. Government of the Province of Prince Edward Island.
Schedule of total exports and imports shipped by rail in Prince Edward Island - 1953 and 1954.

41. City of Port Arthur, Port Arthur.
Report of Transportation Committee on deep water situation as at Nov. 20, 1954, concerning the Canadian Lakehead (minimum depths on traffic by water as at present time, and as under "St. Lawrence Deep Waterway Plan" and "All Canadian Plan", from Montreal, and eastbound from and westbound to Lakehead; notes with reference to foreign vessels, imports, volume of cargoes and rates.)

42. City of Port Arthur, Port Arthur.
Transportation Report on Duluth Trip (Report of Mr. E. G. Charnock, Chairman of Transportation Committee, member of the Canadian Lakehead delegation, on his visit to the Duluth Chamber of Commerce, April 1955.)

43. Government of Manitoba, Winnipeg.
Material concerning operational costs of a Canadian laker and U.K. ocean-ship between Lakehead and Montreal to be supplied by Dr. E. Solomon.

44. J. L. McDougall, Queen's University, Kingston, Ont.
Transcript corrections of the testimony given to the Commission on July 14th, 1955 in Ottawa.

45. Topographic Map of British Columbia, 1955, Victoria, B.C.
(Places, airports, airstrips, railroads, roads, pipe lines.)

46. General Map of the Pacific Ocean (Southeastern Asia and Australia.
(Shipyards and ship repair facilities as listed by Lloyds Register of Shipping.)

47. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B. C.
Ocean-going Merchant Ships under Construction as at June 30, 1955, by Countries.

48. a,b, c. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B. C.
Ships in service in Coasting Trade of B.C. since 1900 by Three Major Coastwise Steamship Lines (C.P.R., C.N. Steamships, Union Steamships Limited.)

49. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B. C.
Table of Wage Rates in the Canadian Shipyards, 1955.

50. B.C. Member Shipyards of the Canadian Shipbuilding and Ship Repairing Association, Victoria, B.C.
Wage Rates in Construction and Basic Industries of B.C.

51. a,b, c. Nicholson, George, Victoria, B.C.
Photographs of SS. "Princess Maquinna", "Princess Norah" and "Princess Alberni".

52. a,b, c,d, e. Nicholson, George, Victoria, B. C.
Five letters supporting the submission made by Mr. G. Nicholson, (letters are from Ucluelet and Port Albion Chamber of Commerce, Tofino Chamber of Commerce, Zeballos Board of Trade, Mr. Ivan H. Clarke, Hot Springs Cove, B.C., and from Mr. W. C. Youell.

53. Swainson, Neil A., Victoria, B. C.
Brief submitted at Victoria Hearings.

54. MacMillan & Bloedel Limited, Vancouver, B. C.
Annual Report for Year Ended Sept. 30, 1954.

55. B.C. Lumber Manufacturers Association, Vancouver, B.C.
Annual Report, 1954.

56. Manson's Landing Community Activities Committee, Vancouver, B.C.
Extracts from "The Campbell River Courier", August 3, 1955.

57. Union Steamship Limited, Vancouver, B.C.
Supplementary Brief submitted at Vancouver Hearings. (Corrections to statements in other briefs, comments on other brief, request to amend the Trade Union Act in connection with the strike, excerpts from the B.C. Labour Relations Act.)

58. National Association of Marine Engineers of Canada, Vancouver, B.C.
Extract from "The Log", June, 1955.

59. B.C. Towboat Owners' Association, Vancouver, B.C.
List of Members of the Association.

60. B.C. Towboat Owners' Association, Vancouver, B.C.
Schedule of Rates, Jan. 1946.

61. B.C. Towboat Owners' Association, Vancouver, B. C.
Schedule of Rates, 1951.

62. Straits Towing Limited, Vancouver, B.C.
Brief submitted at Vancouver Hearings.

63. Labor-Progressive Party, B.C. Provincial Committee, Vancouver, B.C.
Brief submitted at Vancouver Hearings.

64. Alberta Federation of Agriculture, Regina.
Brief submitted of Regina Hearings.

65. Government of the Province of Saskatchewan, Regina.
Submission of the Province of Saskatchewan to the Royal Commission on Transportation, Sept. 10, 1949.

66. Saskatchewan Farmers Union, Regina.
Brief submitted at Regina Hearings.

67. Saskatchewan Wheat Pool, Regina.
Brief submitted at Regina Hearings.

68. Winnipeg Chamber of Commerce, Winnipeg.
Brief submitted at Winnipeg Hearings.

69. Hudson Bay Route Association, Winnipeg.
Letter addressed to the Royal Commission.

70. Manitoba Federation of Agriculture and Co-operation, Winnipeg.
Brief submitted at Winnipeg Hearings.

71. Chamber of Commerce of the City of Quebec.
Supplementary brief submitted at Hearings in Quebec City. (Description of shipbuilding and shipping situation at Port of Quebec including: tariff structure, labour, high top wharfage charges, port rights, recommend institution in special zone in Quebec Port of lower rates similar to Lachine Canal rates for ships 600 tons and under, port facilities, shipyards, navigation season).

72. Geo. T. Davie & Sons Ltd.
List of men employed in shipyard at Lauzon, Quebec - March 31, 1955, (broken down by trades).

73. Davie Shipbuilding Ltd.
Letter from American Bureau of Shipping - August 18, 1955, (indicates possibility that giant Upper Lakers could be built in Europe and brought to Canada).

74. Davie Shipbuilding Ltd.
Letter from Lloyd's Register of Shipping - September 6, 1955 (indicates possibility that giant Upper Lakers could be built in Britain and brought to Canada).

75. Corporation of the City of Three Rivers.
Statistics on Port of Three Rivers.
(Table I - Fixed assets, revenues, expenditures, interest on loans, deficit and surplus accumulated 1936-1953.
Table II - Amounts invested yearly in Port of Three Rivers and four other Canadian ports 1936-1953.
Table III - Number of incoming and outgoing ocean and coastal ships and cargo tonnages 1936-1953.
Table IV - Comparative statement of fixed assets, surplus and reserves 1925-1954).

76. City of Cap de la Madeleine.
Memorandum presented to National Harbours Board - May 30, 1955 (outlining inadequacy of port and dock facilities and land approaches).

77. City of Cap de la Madeleine.
Nine photographs showing various aspects of wharf area.

78. Canadian Industrial Preparedness Association.
List of member companies and personal members as of October 4, 1955.

79. Canadian Industrial Preparedness Association.
List of officers and directors (including aims and objects of Associaton).

80. Clarke Steamship Company Limited.
Statement showing rate changes from 1949 to 1955 using Lake Freight Association rates from Windsor and Toronto to St. John's; Clarke Steamship rates from Montreal to St. John's; rail and water rates from Windsor, London, Toronto to St. John's).

81. Clarke Steamship Company Limited.
Graph indicating fluctuations in freight rates 1949-54, (prepared from Exhibit 80).

82. Clarke Steamship Company Limited.
Graph indicating fluctuations in ocean charter rates 1949-54.

83. Clarke Steamship Company Limited.
Statement showing retail prices in St. John's, Newfoundland, on September 20, 1955, in relation to freight rates - Montreal to St. John's.

84. Clarke Steamship Company Limited.
Statement of cargo carried by Clarke Steamship Company Limited and associated companies during 1954 in net weight tons, (including breakdown by destination of cargo to Newfoundland).

85. Clarke Steamship Company Limited.
Statement comparing breakdown of application of freight dollar on Montreal to St. John's, Newfoundland service during 1954, for
1) Canadian ship "S.S. Novaport" and similar U.K. ship "S.S. Sheldrake",
2) for new U.K. built diesel-type vessels with 45% larger cubic capacity.

86. Clarke Steamship Company Limited.
Statement of breakdown of application of freight dollar on Montreal to St. John's, Newfoundland, service for U.K. ship at distressed rates.

87. Canadian Pulp and Paper Association
1) "Reference Tables" - March 1955, containing detailed statistical material on Canadian pulp and paper industry;
2) "Quick Facts" - basic statistics on pulp and paper industry.

88. Canadian Pulp and Paper Association
1) "The Pulpwood Harvest" - describes woods operation of pulp and paper industry;
2) "From Watershed to Watermark", describes mill operation of pulp and paper industry.

89. Dominion Marine Association.
Letter from Messrs. Malleson Stewart & Co., Melbourne, Australia to attention Mr. F.O. Gority, September 27, 1955, (concerning Australian legislation governing coastal trade - see Exhibit 12).

90. Dominion Marine Association.
Copy of Dominion Coal Board Act - 1947.

91. Dominion Marine Association.
Copy of Canada Gazette - April 13, 1955, containing P.C.1955-367 - March 18, 1955, (under which coal subventions are paid to Dominion Coal and Steel Company on movement of coal mined in Nova Scotia).

92. Dominion Marine Association.
Copy of Canada Gazette - May 26, 1954, containing P.C. 1954-685 - May 6, 1954, (under which coal subventions are paid to Dominion Coal and Steel Company on movement of coal mined in Nova Scotia).

93. Dominion Marine Association.
Schedule of daily operating costs, based on figures for 1951 to 1954 seasons provided by Association members, for 2 different type vessels.

94. Shipping Federation of Canada, Inc.
List of members as at December 31, 1954.

95. Canada Steamship Lines, Limited.
Supplementary submission presented by Mr. T.R. McLagan, at Montreal Hearings - October 12, 1955 - and mostly read into transcript (see T3790-3835). (Schedule comparing operating costs of Canadian ship of Hochelaga-Thunder Bay class and possible U.K. ship of comparable size. - pp. 2-4)

96. Canada Steamship Lines, Limited.
Financial Post statement complete story on Company's various interests and subsidiary companies to September 14, 1955.

97. Canada Steamship Lines, Limited.
Statement "Nature of the Relationship Between Canada's Purchases From the United Kingdom and Canada's Sales to the United Kingdom" from International Monetary Fund Yearbook - May 1955.

98. Canada Steamship Lines, Limited.
Statement "Trading and Financial Relationship of the United Kingdom with Canada - 1950-1954" from D.B.S. Canadian Balance of International Payments, 1954.

99. Canada Steamship Lines, Limited.
"Montreal Harbour and the St. Lawrence Seaway" - report made to Manager of Port of Montreal and endorsed by seven inland shipping companies and Shipping Federation of Canada. (Explains that to achieve proposed 4½ to 5 cent reduction in cost of transporting grain from Lakehead to Montreal, on completion of seaway, will mean:
a) only large Upper Lakers can be used
b) present trans-shipment points will be by-passed
c) tolls must not nullify such reduction.
d) storage and handling facilities at St. Lawrence Ports (Montreal) must be increased to prevent costly delays for lake boats.)

(Statement showing incoming and outgoing shipments of grain by rail or water through Vancouver, Churchill, and Montreal or St. Lawrence Ports, by crop year from 1949-53.)

100. Canada Steamship Lines, Limited.
Map of Great Lakes System showing "Transfer Points".

101. Canada Steamship Lines, Limited.
Statement of grain shipments received by rail and water at Montreal and other St. Lawrence elevators by crop year from 1949-53.

102. Canada Steamship Lines, Limited.
A. Map of Welland Canal (first section).
B. Map of Welland Canal (second section).

103. Canada Steamship Lines, Limited.
Statement showing time lost by company vessels waiting to enter Welland Canal during 1955 season - April to August 31, 1955.

104. Canada Steamship Lines, Limited
Statement showing average time taken to complete passage (upbound and downbound) by lakers and by canallers over period 1935 to 1953.

105. Canada Steamship Lines, Limited
Graph showing average time taken to complete passage of Welland Canal by lakers, downbound.

106. Canada Steamship Lines Limited.
Graph showing average time taken to complete passage of Welland Canal by lakers, upbound.

107. Canada Steamship Lines, Limited.
Graph showing average time taken to complete passage of Welland Canal by canallers, downbound.

108. Canada Steamship Lines, Limited.
Graph showing average time taken to complete passage of Welland Canal by canallers, upbound.

109. Canada Steamship Lines, Limited.
Statement showing annual movement of traffic through Welland Canal (total passages and cargo for each year during period 1932-1954).

110. Canada Steamship Lines, Limited.
Copy of Aeronautics Act - Air Regulations - November 23,1954.

111. Canada Steamship Lines, Limited.
Technical paper "Modern Ore Carriers" presented by Mr. J.J. Henry to Society of Naval Architects and Marine Engineers in New York 1955.

112. Canada Steamship Lines, Limited.
Sketch of typical midship section of Great Lakes ore carrier.

113. Canada Steamship Lines, Limited.
Sketch of typical midship section of Great Lakes ore/grain carrier.

114. Canada Steamship Lines, Limited.
Sketch of typical midship section of ocean-going Great Lakes ore/oil carrier.

115. Canada Steamship Lines, Limited.
Graph indicating on a base of "year of build" the deadweight carrying capacity and age of existing Great Lakes fleet.

116. General Council of British Shipping.
Communication August 22, 1955, containing replies to questions submitted by Royal Commission on Coasting Trade.

(Number, tonnage, routes and cargo of U.K. ships engaged in Canadian coasting trade.
U.K. shipping for Canadian account contributes $40 m. per year towards U.K. balance of payments.

U.K. shipping spent $28m. in Canada for fuel, repairs, provisions, etc. in 1952.

Completion of seaway will not mean increased operations of U.K. ocean-going tramps in coastal trade because of limited draught in Seaway.

116. (continued)
Fact that U.K. ships (liners and tramps) operating regularly in Canadian coastal trade until end of navigation season are profitably employed elsewhere (Mediterranean) in winter enable them to provide competitive rates during open season.

Appendix I - table showing wage rates on U.K. vessels engaged in Canadian trade (including bonus).

Appendix II - table showing number and tonnage of U.K. and foreign vessels trading U.K. coast in 1954.

Appendix III- resolution against "Flag Discrimination" adopted by International Chamber of Commerce, Tokyo - May 1955.

Specialized ships (Great Lakers) could be built economically in U.K. with temporary structural modifications and moved across Atlantic.

NATO would allocate tonnage to meet Canada's national needs in time of emergency if foreign shipping withdrawn).

117. Canadian Pacific Railways.
Map of Western Canada showing breaking point for grain rates between Fort William and Vancouver.

118. Canadian Pacific Railways.
Statement showing rates on grain from representative points in Western Canada to Fort William and to Vancouver for export.

119. Canadian Pacific Railways.
Statement of import, export and domestic traffic likely to be exposed to increased water competition resulting from building of Seaway and based on traffic handled between April to November 1953.

120. Canadian National Railways.
List of ships in Newfoundland and Pacific Coast service, including routes, dimensions, capacity and type of service.

121. Canadian National Railways.
Timetable No. 85 for coastal services in Atlantic waters, particularly Newfoundland (Page 90 - Summer Season Services).

122. Canadian National Railways.
Timetable No. 86 for coastal services to and around Newfoundland (Page 90 - Winter Season Services).

123. Canadian National Railways.
Timetable for services in Pacific coastal waters. (Page 69 - Winter Season Services, September 25, 1955 to April 28, 1956).

124. Canadian National Railways.
Timetable for services in Pacific coastal waters.(Page 69 - Summer Season Services, April 24 to September 24, 1955).

125. Canadian National Railways.
Statement showing tonnage and revenue on traffic that will be exposed to increased water competition on completion of seaway and based on traffic handled during 1953.

126. Canadian National Railways.
Statement showing total bushels of bulk grain shipped by C.N.R. per month to export elevators at British Columbia ports, and Port Churchill, Manitoba, during 1953, 1954, and first 8 months 1955.

127. Canadian National Railways.
Statement showing total bushels bulk grain handled by C.N.R. per month from Canadian Lake, Bay and River ports to Eastern ports for export during 1953, 1954, and first 8 months 1955. (Breakdown showing type and quantity of grain exported through Eastern ports in 1953).

128. Canadian National Railways.
Statement showing total bushels bulk grain shipped all-rail C.N.R. per month from Lakehead to Eastern ports for export during 1953, 1954 and first 8 months 1955. (Breakdown showing type of grain and quantity exported through Eastern ports in 1953).

129. Canadian National Railways.
Statement showing carload rail rates on bulk grain, soya beans and flaxseed shipped from Lakehead, Bay, Lake and River ports and Buffalo, N.Y., to Eastern Canadian and U.S. ports for export.

130. Canadian National Railways.
Statement showing comparison of First, Fifth and Tenth Class Rates from illustrative origins in Ontario and Quebec to specified destinations in Newfoundland and in effect prior to Confederation on March 31, 1949, with rates effective April 1, 1949 and October 1, 1955.

131. Canadian National Railways.
C.N.R. Tariff No. CM. 195, C.T.C. No. E. 2115.

132. Canadian National Railways.
C.N.R. Tariff No. CM. 300-15, C.T.C. No. E.4014.

133. Canadian National Railways
C.N.R. Tariff No. CM. 267-18.

134. Canadian National Railways
C.N.R. Tariff No. C.89 - (Supplement 79 - page 29)
C.T.C. No. E.3967.

135. Canadian National Railways.
Statement showing comparison of freight rates on representative commodities actually transported from various points in Canada to Newfoundland prior to March 31, 1949, and freight rates in effect on March 31, 1949, April 1, 1949 and October 1, 1955.

136. Canadian National Railways.
Additional statement omitted from Exhibit No. 135 showing comparison of freight rates on flour from Port Arthur and Port Colborne to Newfoundland in effect March 31, 1949, April 1, 1949 and October 1, 1955.

137. Canadian Pacific Railways.
Statement showing movement of bulk grain from Fort William, Bay ports, and local Ontario points to St. Lawrence River ports, Canadian Atlantic ports and Northern U.S. Atlantic ports.

138. Canadian Vickers Limited.
Financial Post statement giving complete story on activities and statistics of company, (additional statement giving particulars of Vickers' engineering services.)

139. Canadian Vickers Limited.
Shares held by Canadian residents and others as of June 30, 1955.

140. Canadian Vickers Limited.
Statement showing number and tonnage of naval and commercial ships built per year between 1911 and 1954, and number under construction as of October 12, 1955. Summary of naval vessels built since 1911 for Canadian, British, Italian and U. S. Navy.

141. Canadian Vickers Limited.
Statement of October 12, 1955, showing turnover in technical staff during previous six months and previous six weeks indicating tapering off of naval programme.

142. Canadian Vickers Limited.
Statement showing average employment over past 10 years for hourly rated productive employees up to September 22, 1955.

143. Canadian Vickers Limited.
Statement showing number of employees working and weekly payroll on week ending September 22, 1955.

144. Canadian Vickers Limited.
Statement showing peak employment for productive employees during past 15 years for year ended February 28, 1945.

145. Canadian Vickers Limited.
Extract from Minutes of House of Commons Standing Committee on Railways, Canals and Telegraph Lines - June 20, 1950 - covering discussion on reasons for including Section 21 (a) in the Canada Shipping Act (now Section 22). (Conferring discretionary powers on Minister of Transport to prevent importation of ships which are not built in Canada).

146. Branch Lines Limited.
Branch Lines Limited Tanker Time Charter Party.

147. Branch Lines Limited.
Map of Newfoundland showing harbours from which company transports pulpwood to Cornerbrook.

148. Branch Lines Limited.
Statement listing Newfoundland and Nova Scotian harbours, their respective distances from Cornerbrook, and amount of pulpwood moved from each harbour to Bowater's Pulp and Paper Mill at Cornerbrook during period 1949 to 1954 and rate per cord.

149. Branch Lines Limited.
Photograph of large pulpwood barge pulled by tug at Lomond, Newfoundland.

150. Marine Industries Limited.
A. Graph showing employment during period 1937 to 1955.
B. Graphs showing distribution of workers by occupation during building period of one vessel.
C. Graph showing savings available to Canadian shipowners (based on construction of 15 trawlers for France.)
D. Graph showing savings available to Canadian shipowners (based on construction of 6 - 2600 ton vessels for France.)
E. Graph showing savings available to Canadian shipowners (based on construction of 10 - 10,000 ton cargo vessels for Canadian government.)
List of ships showing type, name, gross tonnage, and date built during period 1926 to 1955.

151. Midland Shipyards Limited and Town of Midland, Ontario.
Statement showing distribution of salaries and wages paid for ship construction, ship repairs and miscellaneous during period 1951-1954.

152. Collingwood Shipyards Limited and Town of Collingwood, Ontario.
Statement showing distribution of salaries and wages paid for ship construction, ship repairs, and miscellaneous during period 1950-1954.

153. Port Weller Dry Docks Limited.
History of Muir Bros. Dry Dock at Port Dalhousie from 1849 to 1954 when it was taken over by Port Weller Dry Docks Limited.
History and description of Welland Canal from 1824 to present day.
Description of operations of Port Weller Dry Docks Limited and list of large Lakers built during last four years.

154. Hamilton Chamber of Commerce.
Brochure on Port of Hamilton (copy of brief, description of port facilities and list of shipping lines using Port of Hamilton, copy of Hamilton District Industrial Index, comparative statement of commodity tonnages incoming and outgoing during 1953-1954, Hamilton Harbour Commission booklet - 1951 - covering history of port.)

155. Toronto Harbour Commissioners.
Brief submitted at Toronto Hearings (Outlines pertinent facts concerning harbour and area served by Port of Toronto.
44% of total Canadian purchasing power concentrated in Ontario and 33 1/3% within 100 mile radius of Toronto.
Incoming shipments totalled 3,613,889 tons and outgoing 1,171,048 tons in 1954.
Recent harbour improvements to accommodate present package freight business and increased cargo expected on completion of seaway.
Seaway will increase waterborne trade from (1) direct overseas shipments (2) trans-shipment to Great Lakes Ports (3) coasting trade with four Atlantic Provinces.)

156. Toronto Harbour Commissioners.
Annual Report of the Commissioner of Finance (1954) for Municipality of Metropolitan Toronto.

157. Toronto Harbour Commissioners.
Canadian Statistical Review - August 1955 (Table 38 - "Value of Building Permits" on Page 44)

158. Toronto Harbour Commissioners.
Letter from Editor, Macleans' Building Guide - October 18, 1955 (including schedule of cumulative construction contract award totals for Metropolitan Toronto, Ontario and Canada covering period from July 1954 to June 1955.)

159. Toronto Harbour Commissioners.
Annual Report of Toronto Industrial Commission - 1954.

160. Toronto Harbour Commissioners.
Business Year Book - 1955 published by the Financial Post.

161. Canadian Federation of Agriculture
Brief submitted at Toronto Hearings.

162. Government of the Province of Alberta.
Brief submitted at Toronto Hearings.

163. Ontario Shipping Intelligence Publishing Company.
Collection of clippings, maps and photographs.

164. Kent Lines Limited, Brunswick Motors Limited and Irving Pulp and Paper Limited.
Brief submitted at Toronto Hearings.

165. Dominion Marine Association.
(a) Graph showing freight charges on wheat per ton-mile- St.Lawrence Ports to United Kingdom and across Great Lakes 1950-1955.
(b) Explanation of above graph - Exhibit No. 7 and Tables III, IV and V from which graph was constructed.
III. Table showing weighted average freight charges on grain from St. Lawrence Ports to U.K.
IV. Table showing computation of ton-mile costs of moving grain from St. Lawrence Ports to U.K.
V. Table showing weighted average freight charges per bushel for carriage of wheat from Fort William-Port Arthur to Georgian Bay Ports and Goderich.
I. Table (expanding Exhibit No. 93) showing dimensions, gross tonnage, daily operating costs of four Upper Lakers based on actual figures of 1951-54 operating seasons.
II. Table showing gross revenues per ship per year necessary to pay 5% upon average original cost of four Upper Lakers built since 1950.
(c) Explanation of daily operating costs (arising out of Exhibit No. 93) and shown in Tables I and II.
(d) Information concerning remarks appearing in transcript of Hearings - Volume XI - pg. 3719 - in regard to Captain Misener's view that canallers will be of little use after seaway opens.
VI. Plan of a combined oil and ore carrier suitable for ocean and/or lake and St. Lawrence Waterways trade.
VII. Plan of a combined ore and grain carrier suitable for ocean and/or lake and St. Lawrence Waterways trade.
(a) Description of above two ship designs.
Memorandum on balance of merchandise trade between Canada and U.K.
VIII. Table showing rise in British weekly wage rates 1947-1955.
IX. Table showing commodity exports to and imports from U.K. and excess of exports in each year 1900-1953.
Insurance valuation and premiums earned in connection with Great Lakes Fleet.

Appendix I - Answers to questions in respect to Exhibit No. 93 supplying names of actual Type A and Type B vessels used in calculation, as well as dimensions, speed, costs per ton mile and actual depreciation.

Appendix II (a) Statement showing general steaming times for large fast vessels and medium-sized Upper Lakers from Lakehead to Bayports, Port Colborne and Prescott. (prepared by Colonial Steamships Limited)

Appendix II (b) Statement showing general steaming times for medium speed and fast speed ships from Lakehead to Montreal, Toronto, Port Colborne, Sarnia and Prescott.

166. Canadian Shipbuilding and Ship Repairing Association.
Statement showing progress of Newfoundland compared with progress achieved elsewhere in Canada during period 1949-1954.

167. Canadian Fairbanks Morse Company Limited.
Letter from Mr. G. R. Wyer, Executive Vice President, to Royal Commission on Coasting Trade - November 9, 1955 - (indicating value of marine engines as percentage of total value of shipments from Canadian Locomotive Company, Kingston, Ontario.)

168. Canadian Maritime Commission.
Statement showing number of ships and total tonnage in Canadian Merchant Fleet as of September 1, 1955, (including breakdown of Canadian vessels in Ocean-Going Fleet, Coastwise Trading Fleet, Great Lakes Fleet and Canadian vessels on U.K. register under transfer plan.)

169. Algoma Steel Corporation Limited.
Letter and photographs from Mr. D. S. Holbrook, Executive Vice-President, to Royal Commission on Coasting Trade - November 4, 1955.
(Letter indicates value of direct iron and steel sales to shipbuilding industry and photographs show:
A. Three ships in berth at dock, with coal and ore unloading bridges in background.
B. Actual coal unloading operations.
C. General view of Algoma Works at Sault Ste. Marie and storage piles containing twelve different raw materials from nine different Lake ports.)

170. Union Steamships Limited.
Letter from Mr. J. F. Ellis, General Manager, to Royal Commission on Coasting Trade - November 3, 1955, (including four schedules:
A. List of ships owned by Union Steamships Limited showing tonnage, date and place of construction.
B. Copy of Articles of Agreement with Canadian Maritime Commission.
C. Statement showing daily operating costs of Union Steamships Limited vessels in 1954.
D. Statement of cargo tonnage and number of passengers transported between various areas during 1954.
Comments relative to Brief submitted at Vancouver Hearings concerning subsidies, free ports in South Eastern Alaska, regulation of freight rates, restriction of coastal trade to vessels owned by Canadian citizens.)

171. Saguenay Terminals Limited.
Letter from Mr. W. Baatz, Treasurer, to Royal Commission on Coasting Trade - October 31, 1955 (explains that Exhibit No. 172 shows difference of $94,000 a year between operation of Canadian vessel (10,000 tons) and a similar U.K. flag vessel, but actual difference between two such ships operated by Saguenay Terminals Limited would be $58,000.
Oppose anomaly under Transport Act whereby eligible ship can move cargo from one point to another on either coast without license, unless engaged on intercoastal voyage.
On completion of seaway owners of Great Lakes vessels may operate in world trade during winter season.)

172. Saguenay Terminals Limited.
Statement showing cost experience in operating 10,000 ton vessels during 12 months prior to and 12 months following transfer from Canadian to U.K. registry.

173. Shipping Federation of Canada.
Letter from Mr. C. T. Mearns, Secretary, to Royal Commission on Coasting Trade - November 7, 1955.
Statement showing names, gross tonnage, port of registry, place of construction for vessels entered in Shipping Federation of Canada and engaged in coasting trade - 1955.
Statement showing liner grain freight rates from Eastern Canada to United Kingdom - May 1950 to January 1956.
Statement showing tramp grain freight rates from Eastern Canada to United Kingdom - January to October 1955.
Statement showing cost per ton mile of tramp vessel carrying grain from Montreal to United Kingdom.
Letter from Maritimes Research Inc., New York to Shipping Federation of Canada - October 14, 1955 indicating difficulty involved in securing reliable figures for grain rates from 1951 to June 1953.
Names and particulars of vessels delayed in 1954 in Montreal Harbour and Sydney, N.S. due to strikes by crew members.

174. Branch Lines Limited.
Letter from Managing Director to Royal Commission on Coasting Trade - October 31, 1955 (describing movement of pulpwood to Cornerbrook, Newfoundland prior to 1949.)

175. Owen Sound Chamber of Commerce.
Letter from President to Royal Commission on Coasting Trade October 26, 1955 (corrects statement made at Midland Hearings on capacity of grain elevator at Owen Sound. Elevator handles 4 m. bushels and an additional 4 m. has been stored on ships wintering in harbour.)

176. Clarke Steamship Company Limited.
Statement showing method used to obtain figures presented in Exhibits Nos.85 and 86.

177. Canada Steamship Lines Limited.
Letter from President to Royal Commission on Coasting Trade - August 18, 1955 (correcting statement made at Ottawa Hearings regarding cost of building ships in Canada and U.K.)
Schedule of tariffs for elevation, storage and handling charges effective August 1, 1954, for Kingston Grain Elevator, Cataraqui Bay, Kingston, Ontario.

178. Furness, Withy & Company Limited.
Letter from Messrs. Halley, Hickman and Hunt to Royal Commission on Coasting Trade - October 13, 1955 (correcting errors appearing in transcript of proceedings, Volume 2, Part B)

179. British Columbia Loggers' Association.
Letter from Secretary-Manager to Royal Commission on Coasting Trade - September 19, 1955 (supplying information indicating what percentage of total cost of logs is represented by transportation of logs and transportation of supplies and machinery.)
List of Association members.

180. Canadian Pulp and Paper Association.
Proceedings of the Annual Meeting - 1955.

181. Canadian Wheat Board.
Letter from Mr. F. T. Rowan, Manager, to Royal Commission on Coasting Trade - October 25, 1955 (enclosing compilations on ocean freight rates, particularly for wheat.
Chamber of Shipping Index Number of Tramp Shipping Rates 1952-1955.
Chamber of Shipping Index Number of Tramp Shipping Rates 1948-1952.
Statement showing rates on grain from St. Lawrence Ports to United Kingdom.
Statement showing fluctuations in ocean grain freight rates Canada to United Kingdom.
Notes on Statistical Supplement to Annual Report on Maritime Transport published by the Organization for European Economic Co-operation, Paris - September 1955 (containing numerous tables relevant to Canadian coasting trade.))

182. Government of Nova Scotia.
Letter from Minister of Trade and Industry for Nova Scotia to Royal Commission on Coasting Trade - October 11, 1955 (opposes restrictions of coasting trade to Canadian flagships and estimates the increase in shipping costs in Nova Scotia if U.K. ships excluded.)

183. Canada Steamship Lines Ltd.
Letter from Mr. T. R. McLagan, President, to Royal Commission on Coasting Trade - October 20, 1955, including several documents.
Statement showing total package freight tonnage and percentage of total tonnage carried during period 1950-1954.
Three Canada Steamship Lines schedules listing 1955 package freight services and timetables.
Booklet on "How Modern Handling Methods Are Used To Provide Faster, Safer Package Freight Service."

184. Canadian Shipping and Marine Engineering News.
Letter from Editor to Royal Commission on Coasting Trade - November 1, 1955 (describes freight rate competition between Canadian and U.K. ships and forecasts U.K. competition for Canadian bulk carriers.)

185. Shipbuilding Conference of the United Kingdom.
Statement describing vessels built in U.K. since 1921 for Canadian and Newfoundland owners and engaged in international trade.

186. St. Lawrence Municipal Bureau of Montreal.
Proposal advocating surcharge to equate the costs of U.K. and Canadian shipping in inland St. Lawrence system.

187. Government of Manitoba.
Statement showing relative cost of moving grain from Lakehead to Montreal (a) by present method, (b) direct by Upper Lake vessels after opening of seaway and (c) direct by U.K. flag ocean vessel after opening of seaway.

188. Branch Lines Limited.
Letter to Branch Lines Limited from W.A. Phillips, Anderson & Co. Ltd., London, England - October 28, 1955 (offering, in view of construction of St. Lawrence seaway, to convert canallers from steam to diesel during winter months at minimum cost and offering to charter such vessels for subsequent off-seasons if profitable trading foreseen.)

189. Windsor Chamber of Commerce.
A. Letter from Windsor Chamber of Commerce to Royal Commission on Coasting Trade - November 14, 1955 (Commonwealth registered ships operate no regular service in coastal package freight trade from Windsor, but occasionally Newfoundland Great Lakes Steamship Company loads cargo at Windsor.)
B. Membership Directory - 1954 (950 members)

190. Marine Industries Limited.
Statement listing definition of technical terms and typical values for various types of vessels. (diagram)

191. Canadian Shipowners' Association.
Letter from Mr. W. J. Fisher, General Manager, to Royal Commission on Coasting Trade - December 15, 1955.
Statement showing comparison of average daily operating costs on 10,000 DWT "Park" vessel under Canadian and U.K. registries.
Statement showing pro forma crew lists and union wages on 10,000 DWT "Park" vessel under Canadian and U.K. registries.

192. Saint John Dry Dock Co. Ltd.
Letter from Mr. F. G. Wilson, Vice President, to Royal Commission on Coasting Trade, December 8, 1955.
Statement showing analysis of income of above company and its subsidiaries from shipbuilding, ship repairing and subsidiary industries.

193. Saguenay Terminals Limited.
Letter from Mr. W. Baatz, Treasurer, to Royal Commission on Coasting Trade, November 30, 1955 (concerning - (1) conditions precedent to obtaining a license under the Transport Act to operate a water carrier service, (2) discriminatory use by railways of through rail and water tariffs, (3) actual number of sailings during period, 1952-1954)
Copy of application form to obtain a license to transport passengers and/or goods by water.

194. Marine Industries Limited.
Corrected graph (replacing Exhibit No. 150 (c) showing savings available to Canadian shipowners (based on construction of 15 trawlers for France.)

195. Kent Lines Limited.
Letter from Teed & Teed, Saint John, N.B. to Royal Commission on Coasting Trade - November16, 1955.
Statement showing number and registered net tonnage of vessels arriving at and departing from Canadian ports in Canadian coastwise shipping during 1954.

196. Kent Lines Limited.
A. Letter from Teed and Teed, Saint John, N.B., to Royal Commission on Coasting Trade - November 18, 1955.
B. Booklets entitled "The Story Of The Chignecto Barrier" and "The Voice Of The Maritimes" (advocating construction of Chignecto Canal.)
C. Booklet entitled "The Case For The Chignecto Canal".

197. Iron Ore Transport Company Limited.
Statement showing characteristics of "S.S. Sept Isles" and "S.S. Ruth Lake". (Letter Magee, O'Donnell & Byers to Royal Commission on Coasting Trade - December 5, 1955, explaining that contracts were awarded in 1951 but delivery not requested before 1955.)

198. Government of Manitoba.
Statement showing earnings, net income, dividends and stock prices for Canada Steamship Lines Limited for period 1940-1955.

199. Shipbuilding Conference of the United Kingdom.
Supplementary Submission December 14, 1955 (correcting inaccurate statements in Brief No. 36 submitted by Vancouver, New Westminster and District, Metal Trades Council, Victoria & District Metal Trades Council, Shipyard General Workers Federation - regarding assistance provided in recent years to U.K. shipbuilders. British Shipbuilding Industry does not receive direct financial assistance from government, and long term, low interest money was provided during depression period only by British (Shipping) Assistance Act 1935. So-called "bounties" do not exist, and accelerated depreciation is available to all industry.)

200. Canada Steamship Lines, Limited.
Statement (enlarging Exhibit No. 95) showing difference in operating costs between Canadian-built and manned large upper lakers and U.K.-built and manned ships of various types of the largest size capable of navigating the seaway in connection with:
(a) carrying wheat from Fort William to Kingston,
(b) carrying ore from Seven Islands to Hamilton.
(Separate confidential memorandum includes CSL actual costs.) - See also Exhibit No. 222.

201. Canada Steamship Lines, Limited.
Design characteristic details of the seven ships (Types A-G) referred to in Exhibit No. 200.

202. Canada Steamship Lines, Limited.
Descriptive folder giving complete explanation of Exhibit No. 200.

203. Canada Steamship Lines, Limited.
Article from magazine "Fairplay" - October 20, 1955, (outlines Moore-McCormack's ship construction programme and indicates that U.S. Maritime Commission estimates U.S.-built ships cost 65% more than European-built ships.)

204. Canada Steamship Lines, Limited.
Article from British magazine "The Shipping World" - July 6, 1955 entitled, "The Cost of A Cargo Ship."

205. Canada Steamship Lines, Limited.
Statement comparing relative cost of moving grain from Lakehead to Montreal via seaway as estimated by C.S.L. in Exhibit No. 200 and as estimated in Government of Manitoba Exhibit No. 187.

206. Canadian Vickers Ltd.
Summary of additional cost of building a vessel in Canadian shipyards versus British shipyards. (Presented by Mr. J.A.S. Peck and based on Exhibit No. 204)

207. Dingwall Shipping Co. Ltd.
Letter from McMichael, Common, Howard, Ker & Cate to Royal Commission on Coasting Trade - December 29, 1955. (information concerning the organization and activities of Dingwall Shipping Co. Ltd. and their connections with Scandinavian Ore Tankers Inc. and Iron Ore Company of Canada).

208. Government of New Brunswick.
Letter from the Hon. Hugh John Fleming, Premier of New Brunswick, to Royal Commission on Coasting Trade - December 12, 1955 (opposes any changes in shipping regulations which might increase transportation charges on goods moving between Atlantic Region and central Canada.)

209. Canadian Pacific Railways.
Letter from Mr. J.A. Wright, Solicitor, to Royal Commission on Coasting Trade - December 20, 1955 (listing corrections to be made in transcript of C.P.R. evidence appearing in Volumes 5 and 12).

210. Chamber of Commerce of the City of Quebec.
Letter from Mr. Yves Poisson, Secretary-Treasurer, to Royal Commission on Coasting Trade - December 23, 1955 (listing corrections to be made in transcript of French testimony of Mr. M. Turcotte at Quebec City Hearings .)

211. Chamber of Commerce of the City of Quebec.
Letter from Mr. Yves Poisson, Secretary-Treasurer, to Royal Commission on Coasting Trade - December 15, 1955 (listing corrections to be made in transcript of French testimony of Mr. Yves Poisson at Quebec City Hearings.)

212. Shipping Federation of Canada.
Letter from Mr. C.T. Mearns, Secretary, to Royal Commission on Coasting Trade - December 30, 1955 (listing corrections to be made in transcript of testimony of Mr. J.P. Boyle at Montreal Hearings).

213. General Council of British Shipping.
Letter from Mr. H.E. Gorick, Joint Secretary, to Royal Commission on Coasting Trade - December 23, 1955, in reply to questions submitted by Economic Advisor to Royal Commission. (expresses doubt that U.K. shipowners will invest in large laker-type vessels on completion of seaway, and suggests that although U.K. ocean-going ships would not be able to compete with large lakers, they might provide valuable service in ore and grain trade through seaway.)

214. Shipbuilding Conference of the United Kingdom.
Letter from Mr. S.G. Dixon to Royal Commission on Coasting Trade - December 27, 1955 in reply to questions submitted by Royal Commission.
(Possibility of building specially-designed bulk carriers for use on seaway discussed but no precise designs developed. Adaptation of ocean-going ships for use on seaway restricted by limited draft in seaway channels.
Present day cost for building ship similar to "Scott Misener" in U.K. estimated at from £1,420,000 to £1,530,000.)

215. Canadian Shipbuilding and Ship Repairing Association.
Copy of brief presented by Government of Newfoundland to Royal Commission on Canada's Economic Prospects.

216. Canadian Shipbuilding and Ship Repairing Association.
Statistics on waterborne trade of Newfoundland.
(Tables I & III - Cargoes loaded and unloaded at Nfld. ports in coasting and foreign service 1950-54.
Table II - Seaborne trade of Nfld. as a percentage of Canadian seaborne trade - 1954.
Tables IV & V - Cargoes loaded and unloaded in Nfld. ports in coasting and foreign service by commodities - 1954.)

217. Canadian Shipbuilding and Ship Repairing Association.
Statistics on domestic waterborne commerce of the United States 1924-53.

218. Canadian Shipbuilding and Ship Repairing Association.
List of new construction on order (commercial and naval) in Canadian shipyards as of December 1, 1955.

219. Canadian Shipbuilding and Ship Repairing Association.
Circular letter from Atlantic Shipbuilding Company, Wales, received by Canada Steamship Lines Ltd. , December 12, 1955. (soliciting business and quoting delivery dates for various types of ships.)

220. Canadian Shipbuilding and Ship Repairing Association.
Department of Transport Press Release No. 462, November 12, 1953 (announced modification in the use of escrow funds.)

221. Canadian Shipowners' Association.
Statement showing decline in size of Merchant Marine of Great Britain and Northern Ireland relative to world shipping (See also Exhibit No. 230)

222. Canada Steamship Lines, Limited.
Additional data to be included in Exhibit No. 200, 201 and 202 showing operating costs of vessel "T.R. McLagan" for moving wheat from Lakehead to Kingston.

223. Canada Steamship Lines, Limited.
Graph showing clearance of grain out of Lakehead by water during 1955 navigation season.

224. Canada Steamship Lines, Limited.
Statement showing tramp ship sizes and capacities supplementary to Mr. Lowery's comments on Government of Manitoba Exhibit No. 187 (including excerpts from an article "Modern Standard Tramp Ship" from December 1955 issue of "The Motor Ship".)

225. Canada Steamship Lines, Limited.
Lloyd's Register Shipbuilding Returns For Quarter Ended 30th June, 1955.

226. Canada Steamship Lines, Limited.
Lloyd's Register Annual Summary of Merchant Ships Launched In The World During Year 1954.

227. Canadian Federation of Agriculture.
Statement showing lake freight rates on grain moving from Fort William to Montreal during period 1947-1955 (See also Exhibit No. 234).

228. Canadian Federation of Agriculture.
Graph showing monthly totals of shipping losses, British, Allied and Neutral by enemy action, and total number of U-boats and operated U-boats between 1939-1945.

229. Canadian Federation of Agriculture.
Clipping from "Montreal Gazette" - January 4, 1956 - entitled "' ' Seamew' Aircraft Unveiled in U.K."

230. Canadian Shipowners' Association.
Comparison of Merchant Fleet of Great Britain and Northern Ireland with World's Fleet during period 1905-1955.

231. Union Steamships Limited, Vancouver, B.C.
Letter from Mr. J.F. Ellis, General Manager, to Royal Commission on Coasting Trade - January 3, 1956, listing corrections to be made in transcript of testimony of Mr. J.F. Ellis at Vancouver Hearings.
(Suggests that the people of Alaska favour freedom of action in water transportation between points in Washington State, B.C., and Alaska.)

232. Aluminum Company of Canada, Limited.
Letter from Mr. L.P. Leduc, Secretary, to Royal Commission on Coasting Trade, January 3, 1956, listing corrections to be be made in transcript of Mr. R.B. Graham's evidence at Montreal Hearings.
Supplementary information submitted in answer to questions asked at Montreal Hearings.

232.(continued)
(Statement showing operating materials moved from Port Alfred to Kitimat via coasting trade during period 1953-1955.
Cost of shipping 1 ton of alumina from Arvida to Kitimat via rail and water in 1955.
Delivered prices for aluminum ingot delivered in Canada, U.S.A., and U.K. as of December 1955.
List of tariffs affecting aluminum products.
Cost per ton mile of shipping aluminum ingot from Arvida to various international destinations compared with cost of shipments to Kingston and Chicago.)

233. Canadian Shipbuilding and Ship Repairing Association.
Statement showing volume of U.S.A. waterborne commerce, including coasting trade between mainland and U.S.A. overseas territories, during period 1947-1953.

234. Canadian Federation of Agriculture.
Statement (amending Exhibit No. 227) showing lake freight rates on grain moving from Fort William to Montreal during period 1947-1955.

235. Canadian Shipbuilding and Ship Repairing Association.
Statement showing bulk cargoes as a percentage of total cargoes carried in U.S.A. domestic waterborne commerce for selected years 1938 through 1952.

236. Committee on Newfoundland Coastal Shipping.
Supplementary brief presented at Ottawa Hearings - January 1956 (emphasizing need for improved docking facilities in Newfoundland.)

237.. Committee on Newfoundland Coastal Shipping.
Memorandum of Agreement between The 'Longshoremen's Protective Union and The Newfoundland Employers' Association, Ltd. - 1954.
Statement showing Newfoundland Employers' Association, Ltd. Longshore Rates of Wages - effective May 1, 1955.

238. Committee on Newfoundland Coastal Shipping.
C.N.R. Timetable 85 for Atlantic Region and Newfoundland District - June 12, 1955.

239. Committee on Newfoundland Coastal Shipping.
Regulations governing marine slip at Selkirk, Manitoba.

240. Canadian National Railways.
Letter from Mr. L. Coté, Assistant General Solicitor, March 12, 1956, in reply to letter from Mr. H.R. Kemp, Royal Commission on Coasting Trade (concerning construction cost of Canadian-built S.S. "Prince George".)

241. Canadian Pacific Railways.
Letter from Mr. J.A. Wright, Solicitor, March 27, 1956, in reply to letter from Mr. H.R. Kemp, Royal Commission on Coasting Trade, (concerning construction cost of U.K.-built S.S. "Princess Marguerite".)

242. Union Steamships Limited.
Letter from Mr. J.F. Ellis, General Manager, to Royal Commission on Coasting Trade - February 29, 1956, enclosing circular letter of February 27, 1956, sent to B.C. Members of Parliament and Senators with regard to Bill No. 107, introduced in House of Commons - February 15, 1956, to amend the Transport Act.
(Outlines change in recommendations as submitted at Vancouver Hearings and:
1) opposes any extension of licensing under Transport Act to B.C. coasting trade as impracticable,
2) if licensing regulations instituted they should apply to all types of vessels engaged in water or air transport,
3) if regulation of fare or freight rates instituted it should apply to all passenger and cargo traffic by water or air transport, and through rates covering in part water movement should be abolished or prohibited.)

243. General Council of British Shipping.
Letter from Mr. H.L. Gorick, Joint Secretary, to Royal Commission on Coasting Trade - February 29, 1956, commenting on tables of construction and operational costs of U.K.-built and Canadian-built ships submitted in Exhibit No. 200 by Canada Steamship Lines, Limited.
(Suggests that length of vessels ("E" , "F" and "G") in relation to beam and depth would be unsuitable for ocean-going service. Believes gap between operating costs of Canadian laker and U.K.-laker trading solely within seaway would be small.
Suggests that construction cost figure for type "B" vessel should be about $4,200,000, or 37% greater than figure quoted.
Inappropriate to compare vessels "C" to "F",having lake draft of 25'6", with vessel "A" , having draft of 23'9").

244. British Columbia Lumber Manufacturers' Association.
Letter from Messrs. Herridge, Tolmie, Gray, Coyne & Blair to Royal Commission on Coasting Trade - February 1, 1956, supplying information requested at Vancouver Hearings.
(Annual Report 1954 - lists Association members. Statement showing number of member companies owning tugs, number of tugs and origin, and proportion of total involved in B.C. coastal towing.
Statement showing shipments by rail and water in Canada in 1954. Tables I and II in Annual Report show shipments to principal markets since 1945.
Statement showing average estimated lumber value including loading and freight within B.C.)

245. Royal Netherlands Shipowners Association.
Letter from President to Royal Commission on Coasting Trade - January 24, 1956, clarifying certain references made in Brief No. 101, submitted by the Canadian and

245. (continued)
Catholic Confederation of Labour and National Metal Trades Federation, in regard to assistance provided by Netherlands Government to shipping industry.

246. Canadian Shipbuilding and Ship Repairing Association.
Letter from Mr. T.R. McLagan, President, to Royal Commission on Coasting Trade, February 8, 1956, stating stand in respect to non-Canadian built ships engaged in Canadian coasting trade at such time as trade is restricted to Canadian-built and registered ships.
(Suggests that U.K. ships on liner berth service, regularly employed in Canadian coasting trade for at least five years prior to restriction, would be permitted, if remaining under present owners, to continue under U.K. registry in present service for remainder of natural life, and only be replaced by vessels built and registered in Canada. Opposes permitting U.K. ships, chartered by Canadian companies to continue in coasting trade, but suggests special arrangements might be necessary for a limited time to avoid hardship or disorganization in essential services.)

247. Canada Steamship Lines, Limited.
Letter from Mr. R. Lowery, March 29, 1956, in reply to letter from Mr. G.G. McLeod, Royal Commission on Coasting Trade, regarding the ability of CSL vessels to trade to Seven Islands.
(List of existing upper lake bulk vessels and freighters capable of trading to Seven Islands on completion of seaway.
Such ships, if engaged exclusively in Seven Islands ore trade, could move 7 m tons of ore to Hamilton and Lake Erie ports in one season.
CSL has no intention of using small canallers on Seven Islands run.
"T.R. McLagan" is certified to operate as far east as Havre St. Pierre, but smaller upper lake-type vessels would probably be more suitable for operations off west coast of Newfoundland.
Dual purpose vessel has advantage of flexibility, but not as efficient in any particular trade as specialized vessel).

248. Canadian Shipowners Association.
Letters from Mr. W.J. Fisher, General Manager, February 14, 1956, and March 6, 1956, in reply to request from Mr. G.G. McLeod, Royal Commission on Coasting Trade, for estimate of operating costs of vessels engaged in Great Lakes and St. Lawrence River trade. Statement showing operating costs of various types of vessels moving grain from Fort William to Kingston, and ore from Seven Islands to Montreal and Ashtabula.

249. Commonwealth of Australia.
Tariff Board's Report on Shipbuilding Industry, June 16, 1955.

250. Canadian Pacific Railways.
Letter from Mr. J.A. Wright, Solicitor, to Royal Commission on Coasting Trade - April 18, 1956 (concerning construction cost and cost of transporting U.K.-built S.S. "Princess Marguerite" to Victoria.)

251. Canadian Shipowners Association.
Reconciliation of data supplied in Exhibits No. 191 and No. 248 on operating costs of vessels engaged in Great Lakes-St. Lawrence trade.

252. Canadian Shipowners Association.
Additional data on wages for Exhibit No. 248.

253. Commonwealth of Australia.
Press Release issued in Melbourne, April 12, 1956, concerning "Merchant Shipbuilding in Australia", (announcing continuation of subsidy assistance up to 33 1/3% in respect of merchant shipbuilding and control of importation of ships).

254. Canada Steamship Lines, Limited.
Letter from Mr. C.P. Reddall, Chief Statistician, to Royal Commission on Coasting Trade - April 19, 1956, with details of various load drafts of the "T.R. McLagan".

255. Canadian Maritime Commission
Statement showing particulars of vessels in preparation or under construction in Canadian shipyards as of June 30, 1956 (excluding naval vessels).

256. Canada Steamship Lines, Limited.
Letter from Mr. T.R. McLagan to Royal Commission on Coasting Trade, May 3, 1956, commenting on operating cost statement in Exhibit No. 248, submitted by Canadian Shipowners Association.
Statement comparing figures in Exhibit No. 248 and Exhibit No. 200, on a time basis, in respect to operating costs on movement of grain from Lakehead to Kingston.

257. Commonwealth of Australia.
Second reading speech by Senator, the Honourable Shane Paltridge, Australian Minister for Shipping and Transport, introducing the Australian Coastal Shipping Commission Bill - 1956.
I - An Act to establish an Australian Coastal Shipping Commission to operate certain shipping services, and to repeal the Shipping Act - 1949
II - An Act to approve an Agreement entered into by the Commonwealth with respect to Australian Coastal Shipping, and for purposes connected with that Agreement.

F

FAIRBANKS-MORSE COMPANY LTD., CANADIAN, MONTREAL: B-83
Summary of arguments. B-83,p.4
Manufacture and supply diesel engines and other equipment for ships. T.3267
Control Canadian Locomotive Company, Kingston, where enough diesel engines (2000 horsepower) can be turned out to power 70 ships operating on St. Lawrence River and Great Lakes. T.3268
Canadian incorporated company, closely connected with Fairbanks-Morse & Company, U.S.A., and shares in control of Canadian Locomotive Company. T.3270
15% of total volume of business connected with marine work. T.3272
Value of marine engines as percentage of total value of shipments from Canadian Locomotive Company, Kingston. Ex.#167

FEDERAL DRY DOCKS SUBSIDIES ACT Ex.#236,p.12

FEDERAL MARITIME BOARD(U.S.A.):
Statement of C.G. Morse, Chairman, that improvements in methods of handling and closer cooperation between management and labour would lower cost of water transportation. T.1454-57

FEDERATED CO-OPERATIVES LIMITED, SASKATOON. B-45

FERGUSON INDUSTRIES LIMITED, PICTOU, N.S.: B-102
Shipbuilders and manufacturers of other metal products. Activities during World War II and after. B-102,pp.1-2
Employs about 450 people. T.1276
Founded in 1855. T.1276
Most manufactured products shipped to Central Canada and transportation costs important. T.1277
Constructs small ships for coasting trade. T.1278
Also engaged in ship repairing. T.1278
Repair facilities essential during war. T.1278-79
Contemplates operating a Canadian registered ship in coasting trade. T.1280
Shipbuilding and ship repairing constitute over 90% of Company's activities. T.1282

FERGUSON INDUSTRIES LIMITED:(cont'd)
Recommends restriction of coasting trade to Canadian-built and registered vessels regardless of St. Lawrence project. T.1285
Ship repairing represents 2/3 of shipyard activity, the remainder being shipbuilding (75% of which is for government purposes). T.1287-88
Repair workmainly confined to Canadian ships (60 to 70% on private ships, the remainder on government ships). T.1289-90
Favours subsidies to shipbuilding industry and suggests that with such subsidies there would be no need to restrict coasting trade to Canadian vessels. T.1291-92

FISHERIES COUNCIL OF CANADA, OTTAWA: B-104
Membership. B.104,p.1; Appendix A, p.3

FISHERIES PRODUCTS LTD.,NEWFOUNDLAND:
Established in 1944, operates fresh fish producing plants. T.791-92
Production (in 1954) 17.7 m. pounds of fresh fish. T.793
Principal market for fresh and frozen fish is in U.S.A., in competition with European countries, and in Montreal and Toronto. T.793
American market supplied via Great Lakes by ships owned by Newfoundland-Great Lakes Ltd. and Fisheries Products Ltd. T.794
Canadian ships not available for this trade between Nfld. and Great Lakes ports. T.795
Ship operated by subsidiary company, Blue Water Shipping, costs 30% to 35% more to operate than British ship owned by Newfoundland-Great Lakes Ltd. T.797
Withdrawal of British ships would force Company out of Canadian market and reduce shipping space available for American market. T.798

FISHING INDUSTRY:
Exports of fish from Newfoundland. B-13,p.1; B-96,p.1
On West Coast of Vancouver Island. B-20,p.2
In Newfoundland. B-56,p.15
Possible effects on this industry in Nfld. if British ships withdrawn. B-56,pp.34-35
Fisheries Council of Canada. B-104
Special treatment for fishing vessels. B-104,pp.1-2
13,216 people employed in cod fishing in Nfld. in 1953, 11,000 of whom were engaged in producing salt fish. T.759

FISHING INDUSTRY: (cont'd)

Value of exported salt fish in 1953, $6.5 m. T.760

Average export of fish from Nfld. amounts to over $30 m. T.778

Newfoundland Fisheries Development Authority, a Crown Corporation set up to develop fisheries in Nfld. T.974

Market for salted cod from Nfld. diminishing. T.669

Total production of fresh fish in Nfld. in 1954 was 51 m. pounds. T.793

Government assistance to fishing industry, permitting importation of used trawlers under certain conditions, lessens construction work available to Atlantic shipyards. T.1468-69

Newfoundland-Great Lakes Steamship Company has acquired a ship specifically designed and fitted for moving fresh fish from Nfld. to Great Lakes ports. T.5345

Nfld. shipped 25,000 tons of fish to Canadian mainland through Halifax in 1955. T.5369

FLAG DISCRIMINATION:

B-12,p.2; B-34, App. pp.10-11; App. III, Ex.#116

FLUORSPAR:

Main raw material transported by coasting trade by Aluminum Company of Canada (Nfld. to Port Alfred). T.3292, 3328

20,000 tons carried from Nfld. for Aluminum Company of Canada by Clarke Steamship Co. in 1955. T.3528

Industry survives only because U.K. ships available to transport fluorspar. T.5347

FOREIGN TRADE:

Effects of proposed exchange ports in Newfoundland on foreign trade. B-4,p.4

Proposed restrictions on coastal shipping and effects on foreign trade. B-12,pp.1-2; B-25,p.4

Canadian balance of payments - 1953, and overseas shipping. B-12,p.3

Dollar earnings of United Kingdom. B-13,p.2; B-26,pp.1-2; B-96,p.2; B-42,pp.1-2; B-82,p.27; B-65,p.2; B-70,p.4

Trade between Canada and U.K. B-25,pp.3-4

"Most favoured nation" clause and proposed treaty with the U.S.A. concerning Great Lakes shipping. B-28,p.11

FOREIGN TRADE: (cont'd)

Proposed restrictions and sale of wheat. B-30,p.4

Canada's foreign trade and need for ocean shipping. B-34,pp.7-8

Actual and potential exports from B.C. to Far East. B-36,pp.10-11

Free trade and export of paper. B-37,p.1; B-71,pp.3-4

Volume of direct exports from and imports to Great Lakes area. B-38,p.3

Need for freer trade. B-38,p.7

Opposition to any restriction on overseas trading. B-50,p.2

Sales of forest products from B.C. to U.K. limited by dollar earnings including those of U.K. ships. B-55,p.2; B-59,p.2

Exports of forest products from B.C. B-59,p.2

Various steamship operators urge that U.K. should be allowed to earn dollars by construction of ships for Canada but not by participating in coasting trade. B-68,p.8

Seaway and external trade. B-77,pp.2-3; B-89,p.11

Volume of water-borne international trade, 1952-53. B-82,p.40; B-89,p.3

Comparison of growth of international trade and gross national product. B-82,p.45

Importance of foreign trade to Canada. B-89,p.3

Importance of British trade to Maritimes. B-101,p.9

"Free trade" principle described as unrealistic. B-107,p.9

National Council of Shipyard Unions urges that earning of dollars by U.K. should not be at expense of healthy Canadian merchant marine. B-107,p.11

Canadian flag participation in overseas trade, 1947-52. B-82,p.41; B-161,pp.32-33

CCCL suggests that 50% of tonnage of Canada's imports and exports should be carried in Canadian ships. 1.DT,p.31

Exports of Bowater's Nfld. Pulp and Paper Mills valued at about $45 m. a year. T.703

Canadian foreign trade might suffer if Canada does not own its own coastwise and deep-sea fleet. T.1594

National Council of Shipyard Unions argues that in order to increase trade with U.K. we should accept currency of Commonwealth and other countries. T.1601

Exclusion of U.K. ships from Great Lakes would deprive U.K. of dollar earnings and deprive Canada of markets. T.1796

FOREIGN TRADE:(cont'd)

Great Lakes overseas trade will expand upon completion of seaway. T.1806

Direct foreign trade between Lakehead and foreign ports is at present negligible. T.1806

If Britain excluded from coastal trade, might take retaliatory measures (e.g. purchase lumber from Norway or wheat from Poland). T.1840

World prices of primary products increased more since 1945 than prices of manufactured goods. T.2102

Restriction would result in decreased exports to U.K. T.2104

Adverse trade balance of U.K. with Canada in 1954 was $260 m. T.2200

36% of total volume of B.C. lumber exported in 1954 went to U.S.A., and 35% to U.K., Australia and South Africa. T.2200-01

Exports shipped from Pacific Coast ports have grown from 3,195,358 tons in 1945 to 8,871,878 tons in 1953. T.2395

Comparison of imports and exports between U.S. and Canada in 1912 and 1954. T.2491-92

During past 25 years wheat has been Canada's principal export commodity. T.2605

Reduction in export of wheat would adversely affect Canada's national income. T.2605

Canada should encourage trade with U.K. which would result in greater economic activity in this country. T.2610

Export value of wheat in 1952 was $621 m. T.2620

Canada's geographic position points to importance of keeping transportation costs down to maintain competitive position in world markets. T.2662

Letter from Rt. Hon. C.D. Howe to Maritime Marine Workers' Federation concerning possibility that USSR might place orders for vessels, other than strategic, with Canadian shipyards Ex.#32A

Relationship between Canada's purchases from and sales to the U.K. Ex.#97, 98.

U.K. shipping for Canadian account contributed $40 m. per year to U.K. balance of payments. Ex.#116.

FOREIGN TRADE:(cont'd)

Consolidated Paper Corporation advocates free trade in coastal shipping so that any country may earn dollars which would assist them in maintaining trade with Canada T. 3116, 3132.

Canadian exports to Britain totalled $652 m, U.K. exports to Canada $392 m, leaving adverse balance of $260 m in 1954. T.3203

If U.K. ships excluded from coasting trade Britain will lose chance to earn dollars. T.3204

Should Canadian shipbuilding and shipping industries be sacrificed to permit Britain to continue earning dollars? T.3636

Pulp and paper exports provide 23% of all Canadian exports and 34% of exports to U.S.A. T.3665

38% of overseas newsprint exports, and 53% of overseas pulp exports went to U.K. in 1954. T.3673

Canada exports 1½-2 m tons pulp and 6 m tons newsprint to U.S.A.; 300,000 tons pulp and ¼ m tons newsprint to U.K. annually. T.3674

Canadian Pulp and Paper Association opposes any restrictions which might reduce U.K. dollar earning capacity. T.3675

Restriction of coastal trade would prevent U.K. from earning dollars and promote possible monopolistic practices. T.3739

Reasons why U.K. capacity to buy Canadian goods would not be affected by restrictions. (CSL) T.3803-05.

Relationship between Canada's purchases from U.K. and sales to U.K. Ex.#97, T.3804-05

"Trading and Financial Relationship of the U.K. with Canada, 1950-54" Ex.#98, T.3804-05

Restriction of coastal trade to Canadian-built and registered ships would limit ability of U.K. shipbuilders and shipowners to earn dollars, and affect exports of Canadian agricultural and fish products.

Ex.#161, B-127,p.24; T.4667-68, 4724.

Agricultural products make up 1/3 of total Canadian exports to U.K. T.4668

On completion of seaway Britain's capacity to earn dollars in both Great Lakes coasting trade and international trade will increase because larger vessels will be used. T.4728-32.

FOREIGN TRADE:(cont'd)
Memorandum on balance of merchandise trade between Canada and U.K. Ex.#165, T.5124
At no time during last 56 years has U.K. enjoyed favourable balance of trade. T.5124
60% of premiums earned in connection with insurance on Canadian Great Lakes Fleet goes directly to U.K., and 25% to 30% of remainder goes there in re-insurance. T.5127
Any restrictions on coastal trade would hamper U.K. ability to earn dollars and affect exports of B.C. lumber. T.5418
U.K. has had dollar deficit with Canada for past 65 years, but has been able to invest in Canada because of quadrilateral trade (U.K.-U.S.A.-Canada-Middle and Far East). T.5825-27
U.K. deficit with Canada is due, at present, to inability to sell goods (e.g. coal) to Canada. T.5827
U.K. will buy in Canada only if Canadian prices are lower than those of other suppliers. T.5889

FOREST PRODUCTS:
On West Coast of Vancouver Island. B-20,p.2
Shipments from Parrsboro,N.S., 1946-54. B-31,p.2
In B.C., 1942. B-55,pp.1-2
Exports from B.C. B-59,pp.1-2
Shipments from Port of Three Rivers. B-110,p.3
Maritime Lumber Bureau,representing lumber trade of N.B. and N.S., endorses submission made by Maritimes Transportation Commission. T.1432
About 50% of lumber in N.B. and N.S. is for local market, and of balance - 1/3 is exported to U.K., 1/3 to U.S. and 1/3 to Canadian market. T.1436
70% of B.C.'s lumber is exported. T.2179
Coasting trade an important factor in cost of production in lumber industry which must compete in world markets. T.2179
Restriction of coasting trade would affect Canadian economy because of difficulties in exporting forest products. T.2179
Lumber industry competes with U.S. Southern Pine on Canadian markets. T.2194-95
With completion of seaway, more lumber may be shipped by water unless rail freight rates are adjusted. T.2196
There is a small duty on Canadian lumber going to U.S.A. and on U.S. lumber entering Canada. T.2196
36% of total volume of B.C. lumber exported in 1954 went to U.S.A., and 35% to U.K., Australia and South Africa. T.2200-01
Any increase in transportation costs of B.C. forest products would have to be absorbed by producers. T.2210-12

FOREST PRODUCTS:(cont'd)
It costs $45 to ship 1,000 feet of B.C. lumber to Liverpool, and total delivered cost in Liverpool is around $130. T.2228
River-driven wood cheaper than pulpwood moved in ships from Anticosti (Consolidated Paper Corporation). T.3154, 3157
River-driven wood must be moved in a very short season (May 15 to Oct.15) requiring numerous ships. T.3152,3178
Forest industries contribute 40% of net B.C. production and 50% of net income in B.C. T.5414
Consolidated Paper Corporation cuts and uses 1 m cords of wood per year (200,000-250,000 cords moved in ships) and 750,000 cords are river-driven. T.3168

FORT WILLIAM CHAMBER OF COMMERCE:
Exclusion of foreign ships from Great Lakes would give Canadian shipowners a monopoly, therefore some arrangement should be made to prevent abuse of this situation. T.1688, 1701, 1703

FORT WILLIAM, CORPORATION OF THE CITY OF FORT WILLIAM, ONT.: B-46

FOSTER WHEELER LIMITED
ST. CATHARINES, ONT.: B-7
Manufacturers of marine components. Activities 1946-54. B-7,p.1
Unless coastal shipping restricted to Canadians, shipbuilding in Canada will be impeded. T.4841
Between 1946-51 supplied boilers for 28 ships built in Canada but have not built any marine boilers since 1954. T.4841-42
Manufactures power plant equipment, stationary and marine boilers, oil refinery and other mining machinery. T.4842
Usually about 17% of gross value of production is for marine purposes, but only about 4% since 1950. T.4843
Marine boilers can be brought into Canada duty free. T.4843
Employs about 500. T.4844
Plant situated in St. Catharines, Ont. T.4844
Wholly owned by parent corporation, Foster Wheeler Corporation, an American comapny. T.4844
Company is limited under laws of Canada. T.4844
Has not sold to naval ships since end of World War II. T.4845
Has reboilered ships. T.4846

FRANCE:
Marine protective policy.
B-101,pp.58-59;75; T.1165

FREER TRADE:
Statement by Hon. L. Pearson quoted by Mr. Swainson in connection with policy of promoting the freest trade possible.
Ex.#53,p.7,T.1949-50

FREIGHT RATES:
Winter rail rates in respect to Nfld. B-56,p.3
Rail package rates to Nfld. B-56,p.31
Horizontal increase of rail rates to Nfld. B-56,p.32
Statements on rates, rail and water, from central Canadian points to major ports in Nfld. and other Maritime Provinces.
B-56, Appendix Ex.II, Statements 1-8
"Through-rate" tariff policy discriminates against water service. B-62,p.2
Methods of determining cargo freight rates by shipping companies. B-80,p.7
Importance of stable rates on Great Lakes. B-80,pp.22-24
Indexes of grain freight rates from St.Lawrence ports to U.K. and from Fort William-Port Arthur to Montreal direct.
B-80, Appendix Ex.11 & 12
Control of rail and water rates under Transport Act, 1938. B-87,pp.2-3
Grain rates under Inland Water Freight Rates Act. B-87,p.3
Winnipeg Chamber of Commerce on maximum water rates. B-96,p.2
Rail rates in relation to water rates in Maritimes. B-100,p.8
Rail and water rates on various commodities between Maritimes and Montreal. B-100,p.37
Intercoastal trade and its effects upon transcontinental rail rates. B-111,p.3
Crow's Nest Pass Agreement, 1897. B-112,p.2
Pattern of high and low rates in Canada (CPR). T.32-37
Manufactured goods require 30% of railway transportation services and produce 80% of overhead requirements. T.33-34
CPR reports that net earnings for seven years amounted to $144 m in Eastern Canada, $110 m in Western Canada, with average revenues per ton mile of $1.55 and $1.14 respectively. T.34-35

FREIGHT RATES: (cont'd)
Cf. CPR Brief. B-87
Agreement between the CNR, CPR and various carriers in Nfld. deprives Nfld. of its right to water competitive freight rates. T.513
Horizontal increases in rail rates since entry of Nfld. into Confederation have resulted in increased water rates. T.513
Operation of 6 different freight rates to Nfld. (water competitive rate operates in the summer season between points west of Montreal and St.John's and Corner Brook, and in winter months all rail rate structure applies). T.532-36; 541-44
Suggest that "Conference Lines", in Nfld., (which do not include Newfoundland-Great Lakes Steamship Ltd., and Constantine Lines Ltd.) operate as a combine on freight rates following same pattern as rail rates. T.546
Class rate higher than commodity rates and apply to certain commodities only. T.583
Commodity rates, published by carriers, lower than class rates. T.583
Competitive rates, established by carriers to meet competition in various forms (railways, trucks, water competition). T.584
Establishment of equalized class rates March 1st, 1955. T.588
Detailed explanation of exhibits submitted by Maritimes Transportation Commission concerning various changes in freight rates to Nfld. T.586-609
Maritimes Transportation Commission reports that equalization of class rates has resulted in increased rates between Ontario and Maritimes. T.169
Class water competitive rates and rail - water competitive rates from Central Canada to St.John's and Corner Brook first implemented in 1954. T.609
Wartime Prices and Trade Board Regulations imposed ceiling on rail rates. T.613
Water rates charged by Lake Freight Association from Toronto and Montreal to Nfld. are same as those of U.K. ships. T.621
"Conference Lines" published joint freight rates until last year, and now publish rates separately. T.627
"Conference Lines" have stabilized rates, but difficult to assess whether their activities result in higher or lower rates. T.629, 631

FREIGHT RATES: (cont'd)

Railways, in order to meet their deficits, increase class rates horizontally. This policy has increased all rail rates in Nfld. by 64% since 1949. T.738-39

64% increase in all rail rates in Nfld. since 1949 partly attributable to general inflation. T.751

Technically there has never been a "Conference Line". T.868

"Associated Newfoundland Lines" implied an understanding between group of shipping companies to maintain common freight charges but any company has been free to change rates on notice. T.868

"Associated Newfoundland Lines" discontinued in spring 1954. T.869

Although "Conference Lines" do not issue common tariffs, freight rates charged by Furness Withy and Company between Halifax and St.John's are same as Newfoundland-Canada Ltd. rates. T.883

Rail-water rate between Halifax and St. John's the same as all rail rate. T.898

Freight rates charged by small coasters (schooners) in Nfld. not fixed, and there is no general freight rate tariff. T.1012

Horizontal increases in rail rates since 1948 have affected competitive position of DOSCO. T.1102

U.K. ships operating from Toronto to Nfld. had differential water rates as compared with Canadian ships up to May 1955, but since then rates have been equalized. T.1156-57

Rail rates on potatoes from P.E.I. and New Brunswick to Quebec and Ontario, 1948-55. Ex.#38, T.1393

Rates often based on what the traffic is rather than on what it costs. T.1632-33

If coastal trade not restricted British ships might establish monopoly and charge accordingly. T.1673

Lower rates stimulate traffic. T.1774

Stability of rates should not be preserved by restrictions. T.1797

Ocean rates on grain in 1953 compared with average rates during years 1935-38 went up 96% and lake rates 245%, while wholesale prices moved up 100-130%. T.1798

In period 1939-51 tug rates increased about 3 times, wage costs 5 times, fuel costs 3 times, but since 1951 rates have not changed. T.2162-63

Control of rates under Transport Act assures continuity of service and lower rates. T.2260

Union Steamship Ltd., Vancouver, B.C. opposes changes in Parts I, II, and III of Transport Act, as recommended by CPR, which would provide for regulation of water freight rates. T.2308

Union Steamship Ltd., Vancouver, B.C., suggests practicable to regulate rates of scheduled operators but not of non-scheduled towboat operators. T.2353

Regulation of rates of scheduled operators in B.C. would put them at disadvantage with towboat operators as they would be unable to make quotations on short notice. T.2354-55

Union Steamship Ltd., Vancouver, B.C., recommends that steamship companies be allowed to enter into agreements to fix rates. T.2368

During World War II freight rates were frozen causing severe drain on resources of shipping companies, and although rates were increased in June 1948, there resulted a lack of capital to replace tonnage. T.2360

Copy of Rate Book - B.C. Towboat Owners' Association, January 10, 1946. Ex.#60, T.2443

Copy of Rate Book - B.C. Towboat Owners' Association, August 15, 1951. Ex.#61, T.2443

Restriction of coastal trade would gradually affect freight rates. T.2454

If competition from non-Canadian ships resulted in unsatisfactory water rates then the government could consider regulation of rates. T.2578

Saskatchewan Government objects to regulation of water rates if it means minimizing competition and increasing charges. T.2581

In 1922 Upper Lakes operators had a tacit understanding as to grain rates charged during whole season. T.2614

Ton mile rate for carrying grain from the Lakehead to Georgian Bay ports cited as .178 cents as compared with .211 cents from St. Lawrence to U.K. ports. T.2660

FREIGHT RATES : (cont'd)

Winnipeg Chamber of Commerce recommends that maximum water rates should not bear a fixed relationship to the costs of railway or highway transport operators. T.2663

Package freight rates on Great Lakes and St. Lawrence approximate all-rail rates. T.2663

Package freight rates in St. Lawrence-Great Lakes system came under control of Board of Transport Commissioners in 1938. T.2666

Since 1948 rail package freight rates have doubled, water rates have increased by equal amounts, and customary differentials have been maintained. T.2667

"Equalization" judgment of Board of Transport Commissioners in March 1955 abolished "Basing Arbitrary" and replaced it with a "Basing Mileage". T.2667

Winnipeg Chamber of Commerce suggests that decisions of Board of Transport Commissioners meant that railways met competition of water carriers by raising water freight rates instead of permitting free competition. T.2667-68

Examples of anomalies in rate structure resulting from "Equalization Judgment" of Board of Transport Commissioners. T.2668-69

Winnipeg Chamber of Commerce alleges that Board of Transport Commissioners, by "Equalization Judgment", favours protecting revenue of railways rather than interest of shippers using package freight carriers on Great Lakes-St.Lawrence system. T.2669

Winnipeg Chamber of Commerce recommends that control of coasting trade package freight rates be vested in Canadian Maritime Commission. T.2669

Winnipeg Chamber of Commerce suggests that rates be based on value-of-service and not on cost-of-service principle. T.2697-98

Winnipeg Chamber of Commerce favours minimum regulation of rates. T.2695

Present rate on wheat from Lakehead to Montreal is 13½ cents; barley - 12 cents; oats - 11½ cents, but may vary according to demand for shipping services. T.2759

Total cost of trans-shipment (1¼ cents per bushel) is borne by unloading ship. T.2764

Unloading costs fixed by government tariff. T.2765

FREIGHT RATES (cont'd)

Cost of operation of Canadian ship - effect on freight rates. T.2969

Method of determining rates charged by small vessels in Eastern waters. T.2994-3003

Anticosti Shipping hires vessels on daily charter basis and charges cost plus depreciation (roughly $4.75 per cord from Anticosti and $5.25 from Three Rivers). T.3150

Gillespie-Munro Limited have published tariffs for services between Montreal and Goose Bay ($28 per ton). T.3421-22

Iron Ore Company of Canada Limited sells ore f.o.b. Seven Islands to hedge against increases in freight rates. T.3436

Previous to 1949 steamship companies operating to Nfld. had regular tariffs but after Confederation when CNR projected mainland rail traffic to Nfld. and quoted all-rail rates, shipping companies set up competitive rates below all-rail rates. T.3451

Reduction in shipping rates to Nfld. in 1949 averaged 25%. T.3452

To handle increased traffic from mainland points to Nfld. after Confederation shipping companies negotiated through rates with (1) CPR - who had no other entry to Nfld. traffic, (2) CNR - existing rail facilities inadequate to handle traffic. T.3453

Through rates established on Nfld. shipping services benefited shippers and consignees. T.3454-55

To meet direct all-water service from Great Lakes to Nfld. Clarke Steamship Co. agreed with CSL, through Lake Freight Association, to set competitive rates. T.3455, 3551

All-water rates for direct service from Great Lakes to Nfld. maintained fixed differential below all-rail and rail and water rates until 1953 when rates were depressed by entrance of Constantine Lines (.U.K.) into direct service. In 1954 rates were stabilized when CNR published water competitive rates.
T. 3455-56, 3552, 5342-43

Schedule of rate changes in shipping service to Nfld. 1949-55. (Clarke Steamship Co.) Ex.#80, T.3457

Graph showing fluctuation of freight rates in shipping service to Nfld. 1949-54. (Clarke Steamship Co.) Ex.#81, T.3459

Graph showing fluctuations in ocean charter rates 1949-54 (Clarke Steamship Co.) Ex.#82, T.3460

FREIGHT RATES: (cont'd)

Factors influencing freight rates to Nfld: (1) CNR published tariff; (2) If commodities originating outside Canada can be landed in Nfld., duty paid, at lower cost than Canadian article, then freight rates are adjusted to protect Canadian manufacturer and retain transportation of Canadian goods; (3) Pooling of less-than-carload shipments by pool car operators who sell them to steamship carriers as cargo lots; (4) Every industry has a traffic man whose sole duty is routing merchandise to destination at lowest cost.
T.3462-67

Explanation of statement on breakdown of freight dollar on service, Montreal to St. John's, Nfld., based on 1954 operations of actual Canadian ship and U.K. ship, and on new ship of similar weight with 45% greater cubic capacity.
Ex.#85, T.3496-3507, 3562-73

Package freight rates on U.K. ship operating on Montreal-St. John's, Nfld. run are 8% lower than on similar Canadian ship.
T.3499

8% freight rate advantage of U.K. ship has little effect on retail prices in St. John's but represents saving of $65,000 (difference between Canadian and U.K. wages) per year to U.K. operator.
T.3499-3501, 3518-19.

U.K. ship not the only answer to freight rate reductions on Nfld. run: 20% increase in tonnage carried by Canadian ship would provide 7.5% decrease in rates; more efficient port operation at St. John's could represent saving of 9%. T.3501

Explanation of statement on breakdown of freight dollar on service, Montreal to St. John's, Nfld. at distressed rates. Ex.#86, T.3507

Under CNR all rail rate from points in Canada to St. John's, Nfld., goods may be transported by (1)CNR to Sydney, N.S., then CNR steamer to Port-aux-Basques and by rail to St. John's (2) Canadian or U.K. steamship from Montreal, Halifax or Saint John to St. John's.
T.3544-45.

Description of distinction between all-rail rate, water competitive rate, and all-water rate on traffic to Nfld. T.3547-49

Tariffs for water carriers moving between Montreal and St. John's, Nfld., not set by Conference.
T. 3551

FREIGHT RATES: (cont'd)

Railway water competitive rates on traffic to Nfld. established in 1954: (1) to stabilize extremely erratic water carrier rates (2) to meet water competition. T.3555-57

Through rates quoted for one shipping line to another or from rail to water carrier are divided equally between carriers and are actually lower than combination of two local rates.
T.3596-99

Sharp rise in ocean charter rates between 1950-52 caused by Korean war. T.3600

Rail competitive tariffs are a governing factor on steamship rates from East to West Coast of Canada.
T.3601

Clarke Steamship Co. bases rates on a differential below the all-rail rate.
T.3601

Rates on Nfld. and North Shore runs are not comparable because there are no high terminal charges on coast and crew handles unloading.
T.3612

Dominion Marine Association figures showing relation between fluctuating ocean freight rates on grain in Exhibit #7 (3&4), normal ocean rates, and Lake rates, in order to get some basis of comparison.
Ex.#165, T.3728-34, 5115.

Variability of U.K. ocean tramp freight rates 1929-38, and 1948-55.
Ex.#7, pp. 6-13

Variability of U.K. ocean tramp freight rates as between routes and cargoes 1952-55.
Ex.#7, pp.14-17

Lake freight rates on Canadian wheat, 1935-54.
Ex.#7, pp.18-21

Comparison of current lake and ocean freight rates per ton-mile on wheat.
Ex.#7, pp.22-23

Adequate port facilities required at Montreal to accommodate larger ships, if lowest possible freight rates to be realized on completion of seaway.
T.3807

Believe that U.K. tramps will quote distress rates for bulk cargoes and upset Great Lakes rate structure on completion of seaway. (CSL).
T.3918-22

How railway rates are regulated under Transport Act and Railway Act.
T.3973-89, 4071-73.

Water lines, in publishing competitive rates, are not subject to same detailed requirements respecting nature of competition as are railways.
T.3988

FREIGHT RATES: (cont'd)

Rail rates on grain shipped from Lakehead, Bay, Lake and River ports to Eastern Canadian and U.S. ports for export.
Ex. #129, T.4120-23

Statement showing comparison of class rates applicable to Nfld. prior to Confederation on March 31,1949, with rates effective April 1, 1949 and October 1, 1955.
T.4124-27, 4129-38, 4140-41.

CNR Tariff schedules.
Ex.#131-134, T.4136, 4140

Comparison of CNR freight rates on representative commodities actually transported to Nfld. prior to March 31, 1949, with rates effective April 1, 1949 and October 1, 1955.
Ex.#135 and 136, T.4142.

Factors considered in establishing CNR class rates. T.4127-29

If freight rates increased considerably, Nfld. might import goods from U.K. and U.S.A., which would mean loss of markets for Hamilton manufacturers.
T.4524

Only because of cheaper all-water rate from Port of Toronto to Sweden, can the Coleman Lamp Company sell products in Sweden. (Difference of $9.85 between all-water and rail-water rate via Montreal). T.4581-82

A coasting shipping service, with U.K. registered ships, recently lowered its rates to meet those of Canadian competitor.
T.4609

Atlas Steels contend that cheap rates and use of British vessels would not be more beneficial than restriction of coasting trade.
T.4659-60

Atlas Steels more interested in steady reliable service than in cheaper freight rates.
T.4662

At present there is some control over package freight rates but no control over chartered portion of traffic. T.4757

Restriction of coasting trade to Canadian-built and registered ships will result in higher freight rates. T.4759

Alberta particularly sensitive to high freight rates,
T.4759, 4765-67

If coasting trade restricted, competition from British ships would disappear, costs of building and operating ships would be greater and freight rates would increase.
T.4757-59

FREIGHT RATES: (cont'd)

Statement showing grain freight rates from Montreal to U.K. for period 1950-55.
Ex.#165, T.3753-55, 5115

Restriction of coasting trade would confer short term economic advantage on a small segment of economy (shipbuilding) at cost of higher freight rates from Nfld. to Central Canada.
T.4668

Ocean freight rate fluctuations may be reflected in Great Lakes and St. Lawrence rates on completion of seaway
T.4687

Grain may move from Fort William to Montreal at cost on completion of seaway.
T.4734-48

If U.K. ships excluded from coasting trade, rates would tend to be based on high operating costs of U.S. ships. Ex.#161, B-127, p. 4

If coasting trade restricted to Canadian-built vessels shipowners may obtain an increase in package freight rates from Board of Transport Commissioners to cover higher costs and then rail rates would increase almost automatically.
Ex.#162, B-126,pp.4-5.

Availability of ships more important than fractional savings in freight rates. T.4973

If Canada dependent on world shipping to move wheat, rates would fluctuate greatly. T.5197-99

Lake freight rates on grain shipped from Fort William to Montreal between 1947-55.
Ex.#227 & 234. T.5247, 5500

Newfoundland has no quarrel with railways in relation to rate structure on the island. T.5340

Maritime Freight Rates Act recognized demands of Maritimes for special consideration in transportation matters. T.5371

Intercoastal shipping is a regulator of rail freight rates.
T.5421-24

CPR statement showing rail rates on grain from representative points in Western Canada to Fort William and Vancouver for export. Ex.#118

Stable rates are advantageous to both shippers and ship operators.
T.5513

CNR suggests that Board of Transport Commissioners be vested with power to regulate freight rates.
T.5652

Grain freight rates, on completion of seaway, will be largely determined by tolls and prospects of obtaining return cargoes up to Great Lakes.
T.5681

FREIGHT RATES: (cont'd)

Freight rates on Great Lakes are certain to be reduced on completion of seaway, irrespective of Government policy on coasting trade. T.5720

Denial of allegation that price fixing exists in Great Lakes coasting trade. T.5846

Shipping costs on Great Lakes in 1955 have increased but freight charges for carrying grain, coal or ore have not risen. T.5855

No increase in inland grain rates in 1955, though ocean rates have risen. T.5875

Canadian Shipowners' Association questions statement that "fierce" competition exists in Great Lakes shipping industry, and suggests that lake freight rates comply with the "follow the leader" principle. T.5902-03

Canadian Shipowners' Association suggests that by tacit understanding each shipping company on Great Lakes withdraws a given portion of its tonnage so that available cargoes may be equitably distributed amongst them. T.5904-05

Class-rates from Halifax, N.S., and Saint John, N.B., to Corner Brook and St. John's, Nfld., effective 1954-55; class-rates from illustrative Canadian points to Nfld. and percentage increases in rates. Ex.#16

All-rail, and rail/water rates (March, 1951) compared with normal class-rates from illustrative Canadian points to specified Nfld. destinations. Ex.#17.

History of normal all-rail, rail /water and all-water class-rates, and resulting summer rate differentials from Montreal and Toronto to St. John's Nfld. Ex.#18

Canadian Wheat Board compilations on ocean grain freight rates. (F.T. Rowan). Ex.#181.

Letter from Canadian Shipping and Marine Engineering News describing freight rate competition between Canadian and U.K. ships. Ex.#184

Grain - Head of Lakes to Montreal, 1947-55. Ex.#227, 234; T.5247, 5500-02

FURNESS, WITHY & COMPANY, LTD., MONTREAL. B-13, 170

Operations of Furness Warren Line (Liverpool-St.John's-Halifax-Boston) B.13, pp. 1-2 B-56, pp. 25-26.

FURNESS, WITHY & COMPANY, LTD., (cont'd) MONTREAL.

Operations of Red Cross Line (New York -Saint John-Halifax-St John's). B-13, p.2

Trades & Labour Congress would consider treating this line as an exception. T. 214

Essential to Nfld's fishing industry and passenger transport. T.514, 521-22

Freight rates follow "Conference Lines" pattern as far as shipping services between Montreal and St. John's and Corner Brook are concerned. T.548

The ships - "Newfoundland" and "Nova Scotia" operated by the Company were built to suit conditions peculiar to Nfld. trade and traffic. T.549-50

Operations would not be sufficiently profitable if they did not participate in coasting trade. T.558

Services essential to Nfld. manufacturers and to salt fish industry. T.724, 766.

Incorporated in U.K. T.857

Furness Warren Line associated with Maritime Provinces since 1839 T.859

Furness Warren Line terminal ports are Liverpool, England, and Boston, U.S.A. Operates 2 ships "Newfoundland" and "Nova Scotia" (4,700 DWT). T.860

Furness Warren Line schedules average 21 sailings a year. T.862

Coastal cargoes of Furness Warren and Furness Red Cross Lines responsible for 23% of total earnings. T.862

Passenger traffic of two lines about 14% of their coasting trade. T.863

Red Cross Line, which operates between New York, Saint John, N.B., Halifax, St. John's and Corner Brook, has 2 ships - "Fort Avalon" and "Port Hamilton". T.863

Red Cross Line has operated in Canadian coasting trade for 80 years. T.864

If Canadian coasting trade restricted, operating schedules would have to be changed. T.866

Furness Withy not engaged in carrying freight between Nfld. and points west of Montreal. T.869

Agreement with CNR to carry freight between Halifax and St. John's T.870, 3545-46.

Opposed to restriction of Canadian coasting trade, particularly between mainland and Nfld. T.870

No comparable Canadian vessels to ones operated by the Company. T.872

FURNESS, WITHY & COMPANY, LTD., (cont'd)
MONTREAL.

Dollars earned by Company help U.K. to purchase commodities in Canada. T.875

Modern loading and unloading equipment cannot be used in Nfld. because of opposition of longshoremen's union. T.875

Preferred not to provide information concerning division with the CNR of the combined rail/water rate for traffic between Halifax and St. John's. T.880

Daily operating cost of a Park steamship is nearly $1,000 and of a similar British ship about £150. T.885

Red Cross Line ships usually repaired in Halifax, Warren Line ships in U.K. T.887, 3540

Canadian-owned vessels cannot compete successfully with Company's shipping services between St.John's and Halifax. T.889

English crew on Red Cross Line ships are paid wages which lie between English and Canadian rates. T.890

Opposes coasting restriction and licensing. T.890-91

Great Lakes region constitutes a different problem from that on east coast. T.892

No Canadian ships available that could replace Warren Line ships. T.894

Some Canadian ships could substitute for Red Cross Line ships. T.894

Red Cross Line carries general cargo in coasting trade as well as paper from Bowater's to U.S.A. The first mentioned service makes it possible to charge lower rates on paper traffic. T.899

A substantial proportion of traffic from Halifax to St. John's consists of through rail bill of lading business. T.900

Agreement with CNR., 1949. Ex.#19.

Recommend special consideration for Furness Withy Line serving Nfld., if coastal trade restricted to Canadian-registered vessels (Clarke Steamship Co.). T.3538-40

Furness Red Cross Line gives employment to some Nfld. seamen. T.3540

Ships of Manchester Lines, operating in Great Lakes during last 3 years, have never participated in Canadian coasting trade. T.5186-87

FURNESS, WITHY & COMPANY, LTD. (cont'd)

Some deep-sea ships of the Manchester Lines are licensed to engage in Canadian coastal trade, but their lake ships do not have such licenses. T.5188

Services provided by Furness Withy to Nlfd. T.5369

If U.K. were excluded from Canadian coasting trade, Furness Withy's regular service would probably bypass St. John's and Halifax. T.5369, 5394.

If restrictions applied to shipping between Nfld. and Maritime Provinces, Furness Withy requests permission to use U.K. ships in that service. T.5390

Argument (presented by Mr. J. Halley) T.5390

Canadian coasting trade (both freight and passenger) a vital part of the Furness Withy operation . T.5393

Has built up unique service to Nfld. over 120 years, and requests special consideration. T.5395

Great Lakes shipping interests want status quo kept by something being done, Furness Withy wants it kept by nothing being done. T.5395

Statement correcting errors in transcript Volume 2, Part. B. Ex.#178

G

GAULTOIS FISHERIES AND BURGER FISH INDUSTRIES LTD., NFLD.:
These companies produce 12 m. pounds of frozen fish fillets per year of which 95% is sold in U.S.A. and 5% in Canada.
T.799-800

GENERAL AGREEMENT ON TARIFFS AND TRADE (GATT):
C.N.R. to indicate how far proposed restrictions on tariff changes consistent with GATT.
T.24
Relationship of shipping policy to GATT. T.314

GERITY, MR. FRANK:
See Dominion Marine Association.

GEORGIAN BAY:
Grain marketing policies affect economy of Georgian Bay district by affecting grain exporting, shipping, and shipbuilding industries. T.4374-75
Location of large elevators in Georgian Bay on most direct water-rail route from Lakehead to Atlantic enables Canadian wheat to be marketed in quantity throughout the year. T.4375-76
Storage pool of Canadian wheat in Bay port elevators, established by large lakers at conclusion of each harvest season, is vital factor in Canadian wheat export movement. T.4375-76

See also, Industrial Committee of Simcoe County.

Employment in shipbuilding and shipping industries in south and southeast Georgian Bay area.
T.4377-79
About 1,300 people employed on bulk carriers in southeastern Georgian Bay area. T. 4378
Georgian Bay Development Association tries to balance the economy by attracting new industries from metropolitan areas and replacing ones that are dying out.
T.4380-81
Feel that interests of Simcoe area would be served sufficiently if coasting trade were restricted only on the Lakes. T.4388
Area is suitable for repair work as many bulk carriers tie up there at end of season. T.4390
In early fall of 1955 monthly rail shipments of grain from elevators in southern Georgian Bay area were no greater than what they normally were per day. T.4383

GERMANY:
Government and steel industry make loans to shipyards. T.2114
Maritime protective policy
B.101 pp. 59-60
German competition endangers British shipbuilding industry.
T.223-24
U.K. Shaw Savill Line recently ordered 3 freighters (8,900 tons) from Germany because of faster delivery and fixed contract bid of $2,750,000 each (15 to 20% lower than most U.K. bids).
Ex.#187, p.6
Disparity of approximately 5% between current building costs in U.K. and German shipyards.
T.5018

GILLESPIE-MUNRO LIMITED
MONTREAL. B-91
Canadian incorporated company acting as agent for Chimo Shipping, St.John's, Nfld. T.3400
Shipping company interested in northern transportation to places inaccessible by railways, (Labrador and Arctic points). T.3396
Has had 50 or 60 sailings per year north of Straits of Belle Isle over past 8 years. T.3396, 3402-03
Limited navigation season, (90 days - Hamilton Inlet, 120 days-Goose Bay). T.3396
First employed small ships from Nfld. Coast but now uses vessels of 2000 tons. T.3397
Company's principal has investigated possibility of building ships to suit trade but if coastal trade restricted to Canadian-built ships, (1) they would have to pay 30 to 40% more than for U.K.-built ship, (2) added cost of ship, depreciation, interest, insurance, would have to be absorbed in 2 or 3 northern voyages in coastal waters, because remaining months spent in world competition. T.3397-98
Favours status quo in coastal trade until development of north is an assured fact. T.3397-98
Shipowners are not interested in chartering vessels for periods of less than 4 or 5 months. T.3398
Presently operates 18 ships, majority of which are Canadian canal-type lakers. T.3398
Mainly engaged in moving goods for northern defence projects at very high cost. T.3398
See - Chimo Shipping Limited.
On north shore run bulk of cargo is loaded in Montreal. T.3402

GILLESPIE MUNRO LIMITED: (cont'd)
Operated 25 ships during 1954-ranging from 500 tons to 5,000 tons, but mainly between 1,200-1,800 tons capacity. T.3403-04
Uses lake -type vessels, but they are not really suitable for open waters. T.3412
Handles 75% to 80% of shipping in area north of Belle Isle. T.3417
Handled 30 tons of cargo in 1954 (75% to 80% of which was of government origin). T.3418
On chartering canal-type lakers Company requests crews with salt water experience. T.3418-19
Has published tariffs for services between Montreal and Goose Bay ($28 per ton). T.3421-22

GOVERNMENT:
Shipbuilding programme urged to stimulate shipbuilding industry. B.101, p.11
Statement of Rt.Hon. C.D. Howe that one reason for Canada's record grain carry-over was shortage and high cost of ocean shipping. T.5699
Statement of Hon.G. Marler emphasizing importance of efficient and economical transportation for Canadian economy. T.5700
Statement of Rt.Hon. C.D. Howe on importance of international trade. T.5711
Government policy towards Canadian Merchant Marine in post-war years. T.5912-13
Letter from Hon. Ian A. MacKenzie to Vancouver shipyard workers - June 4, 1945, with regard to post-war shipbuilding policy. B-101, foreword: Ex.#3
Statement of Rt.Hon. C.D. Howe on June 16, 1947 concerning Canadian merchant navy. T.1161-63
Statement of Rt.Hon. C.D. Howe in House of Commons in 1944 concerning establishment of Air Transport Board. T.2670-71
Statement made by Rt.Hon.C.D. Howe in Calgary, December 1955, "...there is a price upon Canadian nationhood." T.4973-74

GRAIN:
Freight rates (and grain carrying ships as well) controlled by government agency. T.336
Stability of grain rates on Great Lakes. T.346,370,371
Ship Controller under Transport Act has right to require Canadian shipowners to provide vessels for grain trade. T.347

GRAIN: (cont'd)
Necessity of providing ships to carry grain quickly in peak seasons. T.349
Upper Lakes vessels store 25 m. bushels every winter supplementing elevator space. T.349
Shipping Controller can direct Canadian vessels to drop any other trade and carry grain. T.349
Grain rates in constant dollars are approximately the same as 20 years ago. T.349
History of lake grain rates over 20 years. T.362-63
Lake rates cheaper than ocean rates per ton mile. T.363, 373, 376
Over 95% of grain cargoes moved in Canadian bottoms. T.363-64
Direct export from Lakehead in 1954 practically non existent. T.365
Grain storage in lake ships. T.365-67
Elevator and ship storage space expedite payments to farmers. T.366
Freight rates on wheat to Georgian Bay ports move in conformity with rates on other grains and to other ports. T.371-72
Efficiency of lake carriers. T.377
Regulation of Great Lakes grain carriers, details of legislation. T.378,380
Stability of grain rates in Great Lakes, is it due to government control? T.384, 386
Competition of Vancouver and Churchill. T.386
Efforts of Canadian ship owners to assemble necessary ships at all seasons to move grain. T.391
Time required to load ships. T.394
Time required to pass through Welland Canal. T.394-95
How Canadian ships obtain grain cargoes. T.399, 401
Royal Commission on Lake Grain Rates - 1923 (Chairman - S.J. McLean) T.2614
Upper Lakes operators in 1922 had a tacit understanding as to grain rates charged during season. T.2614
Description of movement of wheat and other grain through Wheat Board from Prairie Provinces to U.K. T.2742-54
Operations of a vessel agent and broker in moving grain from Prairies. (John J. Norquay - Winnipeg). T.2754-66
Coarse grain cargo more attractive than wheat to shipowners. T.2759-60

GRAIN: (cont'd)

Handling at transfer ports in eastern Great Lakes region should be eliminated.
T.2822

Advantages of Quebec City as transfer point. T.2822

Contract price for winter grain storage in ships is 3¢ per bushel regardless of length of storage period. T.3690

During open season vessels having to wait alongside dock until elevator space available are paid 1/35¢ per bushel per day.
T.3691, 3725,3947-49,5250

Table of typical elevator charges.
T.3696

Excessive winter grain storage in lake vessels during 1951-54.
T.3727

Statement showing grain freight rates Montreal to U.K. charged during 1950-55.
Ex.#165 T.3753-55,5115

Great Lakes operators (conscious of Vancouver competition) carry grain from Lakehead at lowest possible cost. T.3821-22

To obtain lowest freight charges for grain from Lakehead to Montreal through seaway, only large ships would be used, and Port of Montreal would require dispatch berths, unloading facilities, and elevator space for 15 m. bushels. T.3807-09

40% of grain coming to Montreal and St.Lawrence points moves by rail from Georgian Bay at lake/rail rate,(higher than all water rate or forecasted "post seaway" rate). T.3810

Lower transportation costs would bring no saving to farmer, if grain movement were slowed up.
T.3812

Good reason for restriction of coasting trade and maintenance of inland fleet is upper lakers' unique capacity to handle bulk cargoes quickly and at short notice.(CSL). T.3813

Ton-mile cost of carrying grain in 1955 is same as in 1935.
T.3822

Statement showing grain shipments through Vancouver, Churchill and Montreal or St.Lawrence ports for period 1949-1953. Ex.#99

On completion of seaway, reduced transportation charges for grain will prevail only if (a) large upper lakers used (b) trans-shipment points by-passed, (c) tolls reasonable, (d) facilities in St.Lawrence ports improved.
Ex.#99

GRAIN: (cont'd)

Statement showing grain shipments received by rail and water at Montreal and other St.Lawrence elevators between period 1949-53.
Ex.#101

Grain storage in ships, method of obtaining contracts. (Mr.F. Rowan).
T.3947-51

Map of Western Canada showing breaking point for grain between Fort William and Vancouver.
Ex.#117, T.3954-57, 4048-49

Rates on grain shipped from representative points in Western Canada to Fort William and Vancouver. Ex.#118, T.3955-57

Cheaper to ship grain to Liverpool from Fort William than from Vancouver. T.3956

Movement of grain from Georgian Bay ports to St.Lawrence ports.
Ex.#119, T.3957, 3964.

Rail movement of grain from Georgian Bay to St.Lawrence ports will face increased competition when seaway opened.
T.3964, 4111-23

Bay port elevators will still be valuable as storage elevators after seaway opened.
T.3964-66

Elevator capacity in Georgian Bay area about 25 m. bushels.
T.3965

Maximum rates for movement of grain on Great Lakes regulated by Board of Grain Commissioners. T.4013

C.N.R. statement showing monthly shipments of grain to Port Churchill and B.C. ports.
Ex.#126, T.4112

C.N.R. statement showing shipments of grain from Lake, Bay and River ports to Eastern ports for export.
Ex.#127, T.4116

C.N.R. statement showing all-rail grain shipments from Lakehead to Eastern ports for export.
Ex.#128, T.4117

C.N.R. statement showing rail rates on grain shipped from Lakehead, Bay, Lake and River ports, to Eastern ports for export.
Ex.#129, T.4120-23

C.P.R. statement showing movement of grain from Lakehead, Bay ports and local Ontario points to St. Lawrence ports, Canadian and U.S. Atlantic ports. Ex.#137, T.4193

Impossible to know true competitive cost of moving grain to market, because of policies of Wheat Board and Board of Transport Commissioners
T.4374

Foreign buyers faced with monopolistic Canadian government wheat selling agency, said by Industrial Committee of Simcoe County to prefer to purchase elsewhere.
T.4374

GRAIN: (cont'd)

Grain marketing policies affect grain exporting, shipping, and shipbuilding industries of Georgian Bay area. T.4374-75

Location of large elevators in Georgian Bay on most direct water-rail route from Lakehead to Atlantic enables Canadian wheat to be marketed in quantity throughout the year. T.4375-76

Storage pool of Canadian wheat in Bay port elevators, established by large lakers at conclusion of each harvest season, is vital factor in Canadian wheat export movement. T.4375-76

Suggestion that if railway rates were revised, and Wheat Board surrendered its arbitrary sales control then foreign buyers would return to Bay ports for winter and spring purchases. T.4375-76

Canadian lakers provide services which foreign vessels might not: they carry millions of bushels of grain at end of season from Lakehead to Bay elevators, and tie up as auxiliary storage units during winter months. T.4375-76

In early fall of 1955 rail shipments of grain from elevators in southern Georgian Bay area per month did not exceed what they normally were per day. T.4383

C.P.R. elevator at Port McNicoll currently employing about 20 people, but normally employs 75 to 100. T.4383

Present monopoly grain marketing policy said to interfere with shipbuilding on Great Lakes. T.4385-86

Elevator capacity in Midland, Port McNicoll and Collingwood, approximately 20½ m. bushels. T.4390

Ship capable of carrying 600,000 bushels can be operated by 35 people while 150,000-bushel ship requires 20 people. T.4391

Trend towards building large bulk carriers with lower per-bushel labour cost is in interest of grain growers as well as shippers. T.4391

Owen Sound elevator handles 4 m. bushels, and an additional 4 m. has been stored on ships in harbour. Ex.#175, T.4409, 4411

Liner and tramp grain rates from Montreal to U.K. during period 1950-56. Ex.#173, T.3753-55

Schedule of tariffs for elevation, storage and handling charges for Kingston Grain Elevators, Kingston. Ex.#177

Operating costs of vessels engaged in moving grain from Lakehead to Kingston. Ex.#248.

GRAIN: (cont'd)

Inter relationship between transportation of grain and iron-ore - former is largely shipped very late or very early in the season while latter, because of its tendency to freeze, cannot be shipped at such times. T.4425

Grain elevators in Collingwood, a source of employment which might be affected by foreign vessels operating in Great Lakes on completion of seaway. T.4426

With opening of seaway, elevators in Georgian Bay ports will probably be used for storage purposes and for transporting grain at busy times when it cannot be handled by eastern elevators. T.4459-61

Interest of Western grain producers requires that ships be available for full season on inland waters, therefore essential that shipping services be Canadian-controlled. T.4608

Inquiry as to operating cost, ton mileage cost, ship dimensions, gross tonnage, carrying capacity, for typical ship (10,000 tons) carrying grain from Montreal to United Kingdom. T.3757-60

Expect few direct shipments of grain on U.K. vessels from Fort William to England on completion of seaway. T.4734-35

Grain may move from Fort William to Montreal at cost on completion of seaway. T.4734-48

Government of Alberta believes that there will always be ships at Lakehead offering to take grain down. T.4777

Although most Alberta grain in fact goes to Pacific, settlements with Alberta growers are made on Fort Williams basis. T.4785

If ore shipments to Great Lakes ports increase as anticipated on completion of seaway, then grain tonnage moving down the Lakes will equal only half of ore tonnage moving up to Lake ports, and competition of empty ore vessels seeking east-bound grain cargoes will tend to keep grain rates low. T.4737-39

Statement showing comparative operating costs of Canadian-built and manned and U.K.-built and manned ships (types A-G) carrying wheat from Fort William to Kingston. Ex.#200 T.4970

Detailed explanation of Ex.#200. T.5000

Statement comparing relative cost, estimated by CSL, of moving grain from Lakehead to Montreal via seaway and cost presented by Government of Manitoba in Exhibit No.187 Ex.#205, T.5024, 5024A-D

Most grain vessels have some winter earnings from storage of grain. T.5027,5191

GRAIN: (cont'd)

Seven canallers required to carry amount of grain handled by one large upper laker. T.5119

Upper lakers carrying grain from Fort William to Bay ports barely earn their operating costs. Ex.#165 (1&2), T.5119

Ordinary tankers may be used as grain carriers. Ex.#165, T.5121

Large upper lakers were built when owners expected to do well in grain trade, but grain sales later slackened and vessels have been laid up from time to time. T.5125

Additional data for Exhibits No. 200-202, showing operating costs of "T.R. McLagan" for moving wheat from Lakehead to Kingston. Ex.#222, T.5190-91

During years 1951-54, 64%, 68%, 69% and 84% respectively of total CSL upper lakes fleet earned winter revenue from wheat storage at 2¾ cents per bushel. T.5191-92

Thunder Bay class vessel, with capacity of 623,000 bushels, could earn $17,000 on winter grain storage. T.5192

Winter grain storage not a great factor in income of ships. T.5193

Discussion of graph showing grain shipments from Lakehead during 1955. Ex.#223, T.5193

Average daily grain clearance from Lakehead in 1955 was 1,110,000 bushels. T.5194

Doubt if large movements of grain at beginning and end of season could be handled, if Canada completely dependent on U.K. ships. T.5195

Heavy fall movement of grain from Lakehead because:

(a) buyers ship winter grain supplies late in season to minimize storage costs;

(b) new crop supplies not available until late fall;

(c) grain prices usually lower;

(d) eastern elevators and Great Lakes ships provide facilities for winter storage. T.5196-97

Stock in Lakehead elevators greatly reduced by end of navigation season and grain moved in from interior by rail during winter. T.5196

If winter rail movement of grain toLakehead not utilized, doubtful if sufficient rail cars could be assembled at opening of navigation to supply tremendous quantities required at that time. T.5196

Ship cannot earn on winter grain storage for full season because of time lost in dry dock. T.5223

If Canada dependent on world shipping to move wheat, lake transportation rates would fluctuate greatly. T.5197-99

GRAIN: (cont'd)

Mr. Lowery questions statement that Canada suffers locational disadvantage in competition with Australia and Argentina. T.5229-31

Movement of grain from U.S. mid-wea to eastern seaboard exceeds cost of similar Canadian grain shipments. T.5230.

Recent shipments of grain from Australia to U.K. cost 175s. per ton, f Argentina 135s. and from Fort Willi 126s. T.5231

Wheat producers will benefit after opening of seaway by through carria of wheat in large lakers. T.5888-89

Average 8,000 or 9,000 ton ship witl draught of 25' 6 has capacity for 310,000 bushels of grain (8,200 tons Ex.#224 T.5033-35, 5200-01

Lake freight rates on grain shipped from Fort William to Montreal betwe 1947-55. Ex.#227 & 234, T.5247,5500-

Critical analysis of Exhibit No.200 by Canadian Federation of Agricultu T.5430-67, 5497-5500

Critical analysis of Exhibit No. 93 and No.165 by Canadian Federation of Agriculture. T.5467-89, 5497-5500

Canadian Wheat Board detailed compilations on ocean grain freight rate (F.T.Rowan) Ex.#181

Manitoba Government statement showir estimated costs of moving grain from Lakshead to Montreal by present methods, and by upper lakers and U.K ocean-going ships, on completion of seaway. Ex.#187

GRAINSHED:

Point where eastbound and westbound railway rates on grain are equal. (Map) Ex.#117

GRAND MANAN BOARD OF TRADE

GRAND MANAN, N.B.:

Request for improved ship service. B.24, P.1

GREAT LAKES:

Increasing foreign participation in shipping. B.3, p.3; B.28, p.3

Impact of Great Lakes shipping on Canadian economy. B.12, p.3

Definition of area. B.28, pp.2-8

Investment in Great Lakes fleet. B.28, p.7

U.S.-Canada co-operation, B.28, pp.9, 11, 18-19

British participation and its effects. B.28, p.9

Great Lakes fleet and defence. B.28, pp.9-10

General statistics of Great Lakes area. B,28, pp.15-17

GREAT LAKES: (cont'd)
Georgian Bay district. B.30, pp.1-2
Volume of direct exports from and imports to Great Lakes area. B.38, p.3
Objections to privileged position of Great Lakes ship operators under Transport Act. B.62, p.1; B. 112, pp.3-4
No threat to Great Lakes fleet from foreign ocean ships on completion of seaway. B.77, pp.6-8
"Natural protection" to shipyards. B.77, pp.8-9
Services of CSL and other companies. B.80, pp.5-7
Special position recognized under Commonwealth Merchant Shipping Agreement, 1931. B.80, p.13
Present pattern of trade and possible changes if coasting trade restricted. B.80, pp.16-17
Traffic. B.80, pp.17-22
Recently constructed vessels. B.80, p.28
Canadian owned vessels. B.80, Appendix, Ex.#6
Comparison of volume of coastal and foreign trade through Great Lakes ports and other leading Canadian ports. B.95, pp.5-7, 13
Need for improvement of public dock facilities. B.96, p.2
Threat of foreign competition. B.99, p.2
Possibility of building ocean-going vessels on completion of seaway. B.99, p.2
Employment in Great Lakes shipyards, 1939-54. B.101,pp.8,10,11
Average monthly employment in shipyards, 1946-53. B.101, p.12
Value of ships constructed, repair and conversion work, 1946-53. B.101, pp.18-20 B.111, Appendix Table III
Value of ships under construction as of March 1954, B.101, p.20 B.111, Appendix Table VII
Great Lakes fleet in World War II. B.106, p.8
Foreign flag vessels in coastal trade, 1953. B.111, p.1 Appendix Table I
Ship repairs and conversion work, 1953. B. 111, Appendix Table VI
May require adaptation or exemptions from general policy. T.104-05
Great Lakes do not constitute part of high seas but are territorial waters of Canada and U.S.A. T.351-52
Great Lakes regarded as separate problem T.353-54
Trade on Great Lakes valued at roughly 2 billion a year. T.370

GREAT LAKES: (cont'd)
Why it is said to be impossible for Canadian ships to compete with U.K. or foreign ships on Great Lakes. T.433
Chicago drainage canal, uneconomical to bring ships from Mississippi River by this route. T.434
Operations of CSL package freighters. T.434-35
Size of average crew of lakers. T.436
If U.K. vessels entered Great Lakes to compete in package freight trade, they would be required under Transport Act to charge set rates, but would still have advantage over Canadian ships because of lower operating costs. T.450, 452
Older ships fairly efficient as compared with new ships, but are slower, use more fuel, and cost more for repairs. T.455
When the McArthur lock was built in 1942 it became possible to operate large ships (up to 800 feet in length in grain trade. T.459,460
In 1954 Great Lakes shipowners (82% of the total reported) paid $13,034,676, in vessel wages and $2,716,547 in shore wages. T.463-64.
In 1954, 82% of Great Lakes fleet spent $6,337,334. on fuel, $570,289 on engine room supplies, $3,406,263. on insurance premiums, and $1,876,501. on provisions. T.464
Insured value of 82% of Great Lakes fleet in 1954 amounted to $174,926,000. T.465
Mr. McEwen (Paterson Line) states that it would be impossible to meet foreign competition on Great Lakes. T.472
With the seaway small vessels on Great Lakes will disappear in favour of large ships of perhaps same total tonnage but different size and type. T.474
Advantage of medium sized vessels at present time is that some American ports cannot accommodate large vessels, and useful for small cargoes. T.475
N.M. Paterson & Sons Ltd. suggest that, if protection not provided on completion of seaway, they would register their ships elsewhere in the Commonwealth. T.480
Mr. McEwen suggested that largelake-type grain ships, built in England, could not be brought across Atlantic. T.494
For evidence that they could be brought across Atlantic, see evidence of Mr. R. Lowery, T.2917-25, Ex.# 73, 74, 113

GREAT LAKES: (cont'd)

Canada & U.S.A. have spent $750 m. on improving Great Lakes system. T.496

Mr. Edgar Miller (Maritimes Transportation Commission) expressed view that Great Lakes region should be examined as separate problem. T.562

Mr. C.H. Tregenza expressed view that Great Lakes ship operators could not meet competition from U.K. ships. T.952

Mr. John J. Kinley, Jr., (Lunenburg Foundry & Engineering Ltd.) expressed view that different treatment of Great Lakes and St. Lawrence would be considered as discrimination against shipbuilding industry and employment in Nova Scotia. T.1305

Great Lakes carriers to have advantage over foreign ocean ships in transport of wheat on completion of seaway. T.1622

Despite "natural monopoly" of Great Lakes carriers there is competition among shipping companies. T.1634-35

U.K. ships may not participate to large extent on Great Lakes when seaway completed because of possible difficulties among British crews due to differential wages. T.1637

Without protection Great Lakes shipyards will probably have less repair work. T.1644-C

During winter Great Lakes yards have practically no repair work. T.1644-C

Small canallers from Great Lakes dock for winter in Montreal and Quebec and are used for storing wheat. Also, they can be repaired more cheaply there than in Great Lakes yards. T.1658-60,1664-66

Too many shipyards. T.1660

In July 1955 shipyards employed 1,000 men. T.1670

On completion of seaway, Great Lakes carriers, though more suitable than British vessels could not compete with them because of cheaper capital cost and lower operating cost of U.K. vessels. T.1675

British participation could mean stronger competition which would reduce profits, curtail services, and ultimately increase rates on Great Lakes. T.1687

Exclusion of foreign ships from Great Lakes gives Canadian shipowners a monopoly, therefore some arrangement should be made to prevent abuse of this situation. T.1688, 1701, 1703

GREAT LAKES: (cont'd)

Shipyards strategically situated. T.1712-13, 1750

Skilled shipyard workers imported from U.K. T.1736

Localities situated on North Shore economically tied up with Western Canada. T.1750

Ocean-going ships not so efficient as lakers for following reasons: (1) greater structural strength, (2) larger quarters for crews, (3) slower, (4) smaller carrying capacity, (5) less dependable. T.1771, 1781-83

With completion of seaway, activitie in shipyards will increase because c (1) need for larger ships, (2) canallers to become obsolete, (3) growth of coastal trade, (4) prospect of building ocean-going ships. T.1778-80

Potential but not dangerous forms of foreign competition in bulk trades: large ocean-going ships of foreign registry; cost differences would diminish as wages on foreign ships would no doubt be adjusted upwards; possible introduction of non-Canadia lake-type vessels; occasional tramps under foreign registry. T.1778-85

Foreign participation in package freight trade on Great Lakes unlikel as that trade is regulated. T.1786

Specialized bulk carriers will remain within the Lakes as they are not suitable for service elsewhere, even if of U.K. registry. T.1795

Exclusion of U.K. ships from Great Lakes would deprive U.K. of dollar earnings and consequently lessen market for Canadian exports. T.1796

Great Lakes overseas trade will expand upon completion of seaway. T.1806

Laker's efficiency cancels out wage differential between Canadian and U.K. ocean ships. T.1810

Even if U.K. shipyards built lake vessels of comparable size to Canadian vessels and operated them with British crews, Great Lakes carriers could still compete. T.1862

Transport Controller responsible for assembly of grain carrying fleet. T.2520

After completion of seaway, licensing of ships in coastal trade would not hold foreign ships in Canadian waters if they could do better elsewhere. T.2560-61

Upper Lakes operators in 1922 had a tacit understanding as to grain rates charged during the whole season. T.2614

GREAT LAKES: (cont'd)

Ocean-going vessels will not be able to compete successfully with Great Lakes carriers because carriers have advantages of proximity and specialization. T.2621-22

Too early to assess effects of seaway on Great Lakes shipping and shipbuilding industry. T.2630

Great Lakes vessels sometimes so fully engaged in ore traffic as to leave no ships available for moving grain. T.2636

Statement of General Manager of Canadian Shipowner's Association, W.J. Fisher, that Great Lakes carriers engaged in bulk trade will be able to withstand competition from ocean-going vessels. T.2659

As none of 85 foreign ships entering Great Lakes in 1955 called at Lakehead it appears that ocean ships will leave Upper Lake traffic to Lake fleet. T.2659-60

Lake carriers have advantage over ocean ships in package freight field. T.2660-61

In 1896 C.P.R. and some Great Lakes ship operators agreed to "conference" rates. T.2665

1917 Bill to place Lake shipping under control of Board of Railway Commissioners was dropped. T.2666

Winnipeg Chamber of Commerce acknowledges that Great Lakes operators provide efficient service and low rates. T.2680

A "monopoly" exists in Great Lakes shipping because: large ocean vessels are prevented from entering; Shipping Act is protective legislation; water rates follow rail rates. T.2717-19

No combine on Great Lakes to fix grain freight rates. T.2757

Total cost of trans-shipment (1¼ cents per bushel) borne by unloading ship. T.2764

Excessive competition resulting from unrestricted participation after seaway completed might deprive Canada of reliable shipping service in Lakes. T.2778

Competition from ocean-going vessels in Great Lakes on completion of seaway. T.2843-48

Construction of upper lakers in U.K. yards for services on Great Lakes. T.2917-25

Effects of seaway on development around Great Lakes (U.S. opinion) T.2954

GREAT LAKES: (cont'd)

Application of U.S.-Canada Great Lakes Treaty caused complete redesign in radio-telephone communications. T.3247

Canadian Marconi Company anticipates decrease in business if coastal trade unrestricted on completion of seaway because: (1) foreign ships carry their own radio-telephone equipment, (2) fewer Canadian ships. T.3252

Lake carriers will be replaced by larger ocean-going ships of deeper draught, on completion of seaway. T.3258-59

Questionable if U.K. ocean-going package freighters (10,000 tons) will operate in Great Lakes on completion of seaway because of (a) success of specialized lake carriers, (b) loading and unloading equipment designed for such lake carriers. T.3351-54

Claim present Canadian all-water servi from Great Lakes to Nfld., provided jointly by CSL and Clarke Steamship Co. would be satisfactory even if U.K. registered ships excluded from coastal trade. T.3478

Quebec Federation of Labour recommends that U.S.A. and Canada confine water-borne Great Lakes trade between countries to Canadian and U.S. ships on equitable basis. T.3631

Manchester Lines built 3 ocean-going lake freighters ("Manchester Pioneer" type), for use in international trade but could also use them at any time to compete with lake carriers in coasting trade. T.3641,5186-87

Non-Canadian competition will eliminate Canadian ships from Great Lakes, on completion of seaway. T.3650

Total insured value Great Lakes fleet (T.465) revised to $261 per gross ton. T.3695-96,5127

Explanation of schedule showing daily operating costs based on seasons 1951-54, for (1) Type A - 4 large new upper lakers, (2) Type B - 4 smaller, old upper lakers. Ex.#93, T.3710

Keen competition among 25 Canadian ship operators has built up efficient Great Lakes fleet. T.3821

Great Lakes operators (conscious of Vancouver competition) carry grain from Lakehead at lowest possible cost. T.3821-22

GREAT LAKES: (cont'd)

Additional information on Ex.#93 for Type A and B ships - (1) names and dimensions, (2) cost per ton mile of cargo carried, (3) gross freight earnings, (4) depreciation written off, (5) amount in books and undepreciated capital cost at beginning each year.
Ex.#165, T.3717-24, 5117

Excessive winter grain storage in lake vessels during 1951-54.
T.3727

Dominion Marine Association figures showing relation between fluctuating ocean freight rates on grain in Ex.#7 (3 & 4), normal ocean rates and lake rates in order to get some basis of comparison.
Ex.#165, T.3728-34, 5115

U.K. shipping interests, keen to participate in Great Lakes coasting trade when seaway is completed, are already considering design of most suitable ship. T.3795-96

Shipowning companies pay for loss of time in loading and unloading under "Great Lakes system".
T.3813

Small canallers will still be used for carrying bulk cargo in small lots, after seaway opened. T.3858

Estimate of probable Canadian shipbuilding program in connection with Great Lakes shipping if coasting trade restricted. (CSL)
T.3862-73

CSL considers Great Lakes shipping as extremely competitive.
T.3939

Doubtful if U.K. ocean-going tramp ships could compete with large specialized lake carriers. T.3739

If coasting trade not restricted on completion of seaway, Britain's capacity to earn dollars in Great Lakes coasting trade and international trade will increase because larger vessels will be used.
T.4728-32

Believe ship of 44 foot depth will be most suitable to go in or out of Great Lakes on completion of seaway. T.4980

Diesel oil facilities will be provided in Great Lakes area on completion of seaway. T.5009

Government monopoly wheat marketing policy affects Great Lakes shipbuilding. T.4385-86

Policy applicable to U.S. trade in Great Lakes described as suitable for Canadian Great Lakes trade.
T.4387

Interests of Simcoe area would be served sufficiently if coasting trade restricted in Great Lakes area. T.4388

GREAT LAKES: (cont'd)

All ships built in recent years on Upper Lakes (with exception of canallers) have been about 20,000 deadweight tons and able to carry over 600,000 bushels. T.4391

If certain shipyards are maintained for national defence purposes, Great Lakes yards should be included because they offer maximum protection from attack. T.4403-04

In event of enemy attack coastal shipbuilding, ship repair facilities and harbours would be destroyed, and Canada would have to depend on Great Lakes shipyards which would be open to attack only from the air.
T.4437

Shipbuilding and repair facilities in Great Lakes essential to national defence, must be maintained as going concerns and protected from low-cost foreign competition. T.4438

Collingwood has a sailor population of about 400 people who ply Great Lakes trade. T.4446

Great Lakes shipyards active until 1920, but between 1924-39 there was little shipbuilding and many skilled workers were lost. T.4452-53

When Canadian shipyards were idle in 1920's the Great Lakes fleet acquired U.K.-built ships and imported old, low-cost U.S. vessels.
T.4454

Practice of importing old American ships into Canada has practically ceased and Great Lakes yards have benefited considerably. T.4455

When seaway completed, Great Lakes ships may be built in U.K. leaving only repair work for Great Lakes shipyards, unless coastal trade is restricted. T.4455

Canadian Great Lakes fleet is valued at about $150 m. T.4456

Great Lakes shipyards well located from protection angle and, with opening of seaway, could quickly build and deliver both merchant ships and warships. T.4457

Ships for coasting trade of Canada are being built in U.K. shipyards while Great Lakes yards are practically idle. T.4498

Canadian Westinghouse suggests that Great Lakes bulk trade may go to U.K. and foreign ships, if coasting trade not restricted. T.4563-67

Anticipate substantial increase of trans-shipments from Port of Toronto to other Great Lakes ports.
T.4582

Toronto Board of Trade believes that if there is competition in Great Lakes coasting trade there will be low-cost water transportation.
T.4593

GREAT LAKES: (cont'd)

Interest of Western grain producers requires that ships be available for full season on inland waters, therefore essential that shipping services be Canadian-controlled. T.4608

Great Lakes not international in same way as the seven seas, and question of restriction should be a purely domestic matter. T.4616-17

If status quo remains when seaway opens, there will likely be an influx of U.K. registered ships and an increased market for ships in Great Lakes area because of increased accessibility. T.4628

Number of ships and total tonnage of Canadian Merchant Fleet as of September 1, 1955. Ex.#168

Bulk ore/oil lake carriers could operate in winter trade from Liberia, Venezuela, Sweden. T.5037

Upper lakers carrying grain from Fort William to Bay ports barely earn their operating costs. Ex.#165 (1 & 2) T.5119

4 Dominion Marine Association upper lakers operated only 200 days each season during period 1951-54. T.5119

Large upper lakers were built when owners expected to do well in grain trade, but grain sales later slackened and vessels have been laid up from time to time. T.5125

Insured value of Canadian Great Lakes Fleet is $213,324,390, per ton value $261. Ex.#165, T.5127

Canadian Great Lakes Shipping Industry has benefited from (1) assistance under Vessel Construction Assistance Act totalling over $55 m as of November 1, 1955,(2) escrow funds, acquired at 5% to 10% discount. T.5155-56

Some Manchester Line deep-sea ships are licensed to engage in Canadian coasting trade, but their lake ships do not have such licenses. T.5188

Canadian Federation of Agriculture claims free competition does not exist in Great Lakes coasting trade. T.5483

Ships of Manchester Line operating in Great Lakes during last 3 years have never participated in Canadian coasting trade. T.5186-87

"T.R. McLagan" suggested to be most efficient ship in service on Great Lakes. T.5190-91

Discussion of graph showing grain shipments from Lakehead during 1955. Ex.#223, T. 5193

Navigation season to Lakehead for ocean vessels is shorter than for lake vessels. T.5195

GREAT LAKES: (cont'd)

Threat to ship construction in Great Lakes yards from overseas competition is described as exaggerated. T.5595

Canadian Great Lakes fleet - an essential part of transportation industry which assisted in development of western Canada. T.5666, 5668

Competition between ship owners on Great Lakes. T. 5670

Estimated that 771,000 DWT of construction will be required in next ten years to replace obsolescent tonnage in Great Lakes fleet. T.5675

Deny alleged price fixing in Great Lakes trade. T.5846

Examples of shipping days lost. (See - Time Lost). T.5853

Shipping costs increased in 1955 but rates for carrying grain, coal or ore have not risen. T.5855

Canadian Shipowners' Association suggests there is no "fierce" competition in Great Lakes shipping,but rather that freight rates comply with "follow the leader" principle. T.5902-03

Canadian Shipowners' Association suspects that by tacit understanding each shipping company in Great Lakes withdraws a given portion of its tonnage so that available cargoes may be distributed equitably. T.5904-05

British vessels will not dominate Great Lakes coastal trade as U.K. Merchant Marine cannot expand sufficiently because of limited manpower. T.5907

No valid conclusions can be drawn from comparing ocean and lake grain freight rates for, on completion of seaway, situations will arise which will invalidate present basis of calculation. T.5910

With completion of seaway, Great Lakes shipping will be in same position defence-wise as ocean-going shipping. T.5912

Movement of grain from Lakehead - 1945-54, as between U.S. and Canadian ships. Ex.#7, pp.24-25

Storage of grain on Lake ships,1945-54, as between U.S. and Canadian ships. Ex.#7, pp.26-27

Movement of iron ore to and from Canadian Great Lakes ports, 1953. Ex.#7, p.28

Proposal submitted by Lake Carriers' Association for Treaty between U.S.A. and Canada. Ex.#8, pp.1-43

U.S.A.-Canada Waterways Treaty, 1909. Ex.#12, pp.4-5

Agreement between Canada and U.S.A. for "Promotion of Safety on the Great Lakes by Means of Radio", 1952. Ex.#12, pp.6-7

Statistical data on Canadian-registered vessels trading on Great Lakes, 1953-54. Ex.#12, p.21

GREAT LAKES: (cont'd)
Distances between various points on Great Lakes and St. Lawrence River. Ex.#13
Great Lakes Protective Association, Annual Report, 1954. Ex.#14
Statistical data on Canadian registered vessels trading on Great Lakes, and carrying capacity of fleets belonging to Dominion Marine Association member companies, 1945-54. Ex.#15
Map of Great Lakes System showing "transfer points". Ex.#100
Graph indicating carrying capacity and age of Great Lakes Fleet. Ex.#115
General Council of British Shipping doubts if U.K. owners will invest in large laker-type vessels for service in Great Lakes and St. Lawrence River, on completion of seaway. Ex.#213
Expect small differential in operating costs of U.K. and Canadian vessel in regular Great Lakes trade, on completion of seaway, because of (a) bonuses to U.K. crews, (b) cost of transporting crews to and from Canada, (c) administrative costs, (d) repairs, dry docking, insurance and depreciation would be about the same as for Canadian ship. Ex.#213, 243
If there is demand for ocean-going bulk carriers to move ore and grain through seaway, then U.K. shipowners would likely be interested. Ex.#213

GREAT LAKES PROTECTIVE ASSOCIATION, CLEVELAND, OHIO:
Annual Report, 1954, Ex.#14

GREECE:
Maritime protective policy. B.101, pp.60-61
Increasing participation in world's cargo shipping. T.1602

GULF PORTS STEAMSHIP CO.LTD: B-68
Services between Montreal and Corner Brook, Nfld. B-68, p.1
See - Clarke Steamship Co. Ltd.

GYPSUM, LIME AND ALABASTINE, CANADA LTD., TORONTO: B-94
Completely neutral on question of Canada's coasting trade laws. T.4804
Raw materials and finished products bear relatively heavy transportation burden as they have low value in relation to weight and must be marketed over long distances. T.4805, 4812

GYPSUM, LIME AND ALABASTINE, CANADA LTD. (cont'd)
Transportation represents 66% of cost of raw material from Nova Scotia delivered at Montreal plant. T.4805
Believes restriction of coasting trade to Canadian registered vessels would lead to increased transportation costs. T.4805
Charter rates for British vessels employed in coasting trade serve as competitive influence limiting rates charged by Canadian owners. T.4805
Gypsum has been shipped west from Nova Scotia to Montreal East plant on ships belonging to following companies:
1954 - Montreal Shipping Co. Ltd., Clarke Steamship Co. Ltd., Saguenay Terminals.
1955 - Clarke Steamship Co. Ltd., Montreal Shipping Co. Ltd., Lunham & Moore Ltd., St. Charles Transportation Co. T.4807-09
Gypsum shipments from Nova Scotia to Montreal in 1954 totalled 90,000 tons; 61% transported by U.K. registered ships, 39% by Canadian-registered ships. T.4808
Gypsum shipments in 1955 totalled about 95,928 tons; 65% carried by Canadian ships, 35% on U.K. ships. T.4808-09, 4818
How company secures ships to move raw materials. T.4810-11
Rates paid for U.K. and Canadian-registered ships were almost identical. T.4810, 4815
Inquiry as to what proportion of selling price of finished product is represented by raw material delivered to Montreal plant. File 86-24, T.4819-20
Outbound transport cost of finished product is about 25% of gross selling price. T.4820
Has plant in Caledonia, Ontario. T.4821
Ships few finished products by water. T.4820

GUY TOMBS LIMITED, MONTREAL: B-44
Opposes any change in present Canadian coasting trade laws. T.3280

H

HALIFAX:
Hearings. T.1088-1349

HALL LINE STEAMSHIPS:
Building two ships in Britain. T.1680

HAMILTON CHAMBER OF COMMERCE, HAMILTON: B-61, 128
Additional submission. Ex.#154, T.4503-09
Port of Hamilton facilities. Ex.#154, T.4505-09
Hamilton Port handled over 5 m. tons of ingoing and outgoing cargo in 1954. T.4505
Tonnage handled in Hamilton Harbour exceeded only by Ports of Montreal and Vancouver. T.4505
Hamilton Harbour handles largest freighters on Great Lakes. T.4507
Hamilton Harbour has more than six miles of docks. T.4508
Would not expect large ocean freighters to come far inland because they could not operate economically if calling on several ports for shipments. T.4508
Hamilton's strategic position brings largest Great Lakes vessels and overseas ships to centre of Canada's largest commercial and industrial area. T.4509
Established 106 years ago and represents cross section of business and industry. T.4510
Has about 1,100 members, 16 directors. T.4510
Considers Part II of Transport Act, Sec.12 should be maintained with exception that sub-section 4 (b) which reads "and the Gulf and River St.Lawrence east of the western point of the Island of Orleans,etc.," should be changed to read "and the Gulf and River St.Lawrence east of Anticosti Island, etc." T.4511-22
Proposes extension of licensing of package freight down to Anticosti Island, limiting package freight trade west of Anticosti to Canadian-registered vessels. T.4512-22
In event of future development of Lower St.Lawrence area U.K.-registered ships, under Transport Act as it now reads, could handle package freight from area east of Island of Orleans into Great Lakes or vice versa. T.4516-17

HAMILTON CHAMBER OF COMMERCE: (cont'd)
Manufacturers, presently shipping products on U.K.-registered ships from Great Lakes to points east of Island of Orleans, (Maritimes and Nfld.), could not absorb any increas in transportation costs which might arise if coasting trade restricted to Canadian ships. T.4523-25
If freight rates increase, Nfld. might import a larger proportion of its requirements from U.K. and U.S.A., and Hamilton manufacturers would lose a good market. T.4524
Believes Hamilton will benefit from seaway. T.4530-31

HICKMAN AND COMPANY LTD., A.E. NEWFOUNDLAND: B-56
Importers and wholesalers. B.56, pp.40-41

HOWE, RT. HON. C.D. :
Statement of June 16, 1947, concerning Canadian merchant navy. T.1161-63
Statement in House of Commons in 1944 concerning establishment of Air Transport Board. T.2670-71
Statement on June 16, 1954 to Congress of the Federation of Chambers of Commerce of the British Empire concerning Canadian attitude towards U.K. restriction of Canadian exports to Britain. T.3801-02
Statement made in Calgary, December 1955, "...there is a price upon Canadian nationhood." T.4973-74
Letter to Maritime Marine Workers' Federation concerning possibility that U.S.S.R. might place orders for vessels, other than strategic, with Canadian shipyards. Ex.#32A

HUDSON BAY:
Port of Churchill and importance to Western Canada. B.45, p.2; B.58, p.1
Description. B.58, p.1
Coastal trade not extensive. B.58, pp.1-2
Navigation and marine insurance. B.58, p.2
Expanding activities and plans for future. B.58, pp.2-3
Navigation season. B.91, p.1

HUDSON BAY: (cont'd)
Special need for British flag ships. B.91, pp.1-2
Development of Hudson Bay Route. B.112, pp.7-8
Hudson Bay route not effective safeguard on keeping rates down on grain shipped from Lakehead. T.2532
Hudson Bay route not too effective because of lack of westbound cargoes. T.2532
Shipment of wheat through Port Churchill provides savings up to 16 cents per bushel. T.2721
No coastal trade through Port Churchill. T.2731

HUDSON BAY ROUTE ASSOCIATION, WINNIPEG. B-58, 124
Letter and additional submission. Ex.#69, T.2740

I

IMPERIAL CONFERENCE, 1929-30:
Report of the Conference on the Operation of the Dominion Legislation and Merchant Shipping Legislation, 1929. Ex.#10A
Summary of Proceedings. Ex.#10B
Appendices to Summary of Proceedings. Ex.#10C
British Commonwealth Merchant Shipping Agreement, 1931, Part IV. Ex.#12, pp.1-3; Ex. #29
Merchant Shipping Sections of Report. B-28, pp.6-8, 19-21.
Summary of Proceedings, Para. 95-100; B-80, pp.13-14.
It is recorded in Report of Imperial Conference that Canada reserved the right when signing British Commonwealth Merchant Shipping Agreement to declare the extent, if any, to which provisions of Agreement other than those of Part 1 (relating to status of British ships) should not apply to ships navigating the Great Lakes of North America (Mr. Frawley indicates Canada made no such reservation.) T.4782-84.

IMPERIAL SHIPPING COMMITTEE:
Canadian Atlantic ports discriminated against in marine insurance rates. B-107, p. 10

INCOME, GROSS NATIONAL :
Estimated by Prof. G. Jackson to have been growing at rate of 3.5% per annum, and to have doubled in space of about 20 years. (Revised transcript). T.5714
Average income per head in Canada has grown from $517 in late twenties, to $731 in first four-year period following World War II, and to $790 in second period. T. 5715.

INCOME TAX:
Agreement between Canadian and U.K. governments May 8, 1930, providing for reciprocal exemption from income tax of earnings derived from operation of ships. File 80-1.
U.K. owners operating vessels in Canadian coastal trade allegedto have unfair advantage over Canadian shipowners because they are exempt from Canadian income tax, but they are subject to U.K. taxation. T.3475-76.

INDIA:
Maritime protective policy. B-101, p. 61

INDUSTRIAL RELATIONS AND DISPUTES INVESTIGATION ACT:
Union Steamship Ltd., Vancouver, B.C., in connection with recent strike by its employees, recommends an amendment to above Act to expedite settlement of strikes and determine legal position during strikes. T.2311

INDUSTRIAL UNION OF MARINE AND SHIPBUILDING WORKERS OF CANADA (Local NO. 3 and Associated Groups)
SAINT JOHN, N.B:
Supports brief submitted by Maritime Marine Workers' Federation, Saint John, N.B.
Represents 600-700 workers employed by Saint John Dry-Dock Co. Ltd. T.1513, 1534
With termination of government naval program members claim they will be unable to obtain work in this district. T.1513-14
Recommends restriction of coasting trade to Canadian ships to increase volume of repair work. T.1514
Requests improved ferry services from N.B. to N.S., and improved shipping services with N.B. coastal islands. T.1514-15
Opposes different coastal policies in different regions of Canada. T.1517

INGLIS CO. LTD. , JOHN
TORONTO: B-99, 151
Manufacturers of propulsion equipment for merchant and naval ships. T.4871
Background, general operations, and capital investments. B-99, pp.4-5, T.4869
Output of marine propulsion equipment, 1940-55. B-99, pp. 6-7
Trends in designs of naval and merchant marine propulsion machinery. B-99, pp. 8-9.
Importance of present naval ship construction. B-99, pp. 12-13
Canadian company, controlling interest owned by English Electric Co. T.4869
Major producer of marine propulsion equipment in Canada. T.4855-56
Employs about 1,300 in General Engineering Division. T.4872, 4877.
About 40% of total sales from General Engineering Division in last 15 years has been marine equipment, but since 1950 this has dropped to about 20-25%. T.4856, 4869, 4870-71
Description of turbine design, construction and production. T.4857-62
Must develop more than one unit to remain commercially competitive. T.4859-59A

INGLIS CO. LTD., JOHN (cont'd)
TORONTO:
Skilled and experienced workers essential and only continuous employment will retain them. T.4861, 4867
Skills required in turbine manufacturing. T.4862-65
Purchased its Scarboro Works from federal government in 1955 on condition facilities be held in stand-by condition for manufacture of turbines over a 10 year period. T.4866
Above agreement provides for maintenance of building and machine tools, which are, however, not as important as maintenance of necessary skills. T.4866-67
Considers there is real opportunity for standard line of ships and standard line of machinery to be developed, if outlook for operation and consequent return on operation of such ships can be assured. T.4868, 4879-80
Ship repair work, a relatively unimportant part of business. T.4872
Exchanges services and skilled personnel with English Electric Company. T.4872-75
Has no Canadian competition in turbine field and is able to meet competition from U.S.A. T.4875-77
No duty on turbines imported from U.S.A., but 15% duty on shipments to U.S.A. T.4876
Dollar earnings for U.K. shareholders not significant in regard to U.K. balance of payments because shareholders have received no returns as yet. T.4877-78

INSPECTION, CANADA STEAMSHIP:
See also Canada Steamship Inspection.
Newfoundland Committee on Coastal Shipping recommends that Class 2 vessels be allowed to go north of Cape Chidley with present life-saving apparatus or that geographical limits for Class 2 vessels be changed from Cape Chidley to 65th parallel. T.1026

INSURANCE
Statement on insurance valuation and premiums earned in connection with Great Lakes Fleet. Ex.#165, T.5127
Insured value of Canadian Great Lakes Fleet is $213,324,390, giving valuation of $261 per gross ton. T.5127
Insurance rates, marine: see Imperial Shipping Committee. B.107,p.10

INSURANCE COMPANIES IN U.K.:
Discriminate against Canadian ports. T.183-84.

INTERCOASTAL TRADE:
Shipping services, alumina from Eastern Canada to Kitimat, B.C. B-22, p.1
Importance of: B-55, pp.1-2, T.308
Saguenay Terminals Ltd. operates regular intercoastal service. B-62, p.3; B-111, p.3, T.3333
Seaway should increase intercoastal trade. B-111,p.3
Should be reserved for Canadian-built and manned vessels. (TLC) T.172-73
One U.K.-registered ship plies between N.B. & B.C. T.1460
Important to B.C. because of its effect on trans-continental rail rates. T.1935
Effect on trans-continental rail rates cited by Turgeon Commission. T.334
CPR favours extension of licensing provisions of Transport Act to intercoastal trade. T.1937
B.C. opposes licensing of intercoastal trade. T.1938
Low intercoastal freight rates keep trans-continental rail rates down. B-111, p.3; T 312, 2180, 5421-24
Only 3 ships of Saguenay Terminals Ltd. participate in aluminum traffic. T.2183-84
Ships sometimes chartered for intercoastal trade. T.2185
Macmillan and Bloedel Limited operated regular intercoastal service with chartered U.K.-registered ships for its own and other B.C. products during 30's. T.2206, 2238.
Eastbound traffic in 1953 - 21,000 tons; in 1954 - 19,300; and in 1955 to date - 8,700 tons. Westbound movement in 1953 - 32,700 tons; in 1954 - 18,500; in 1955 to date - 18,700 tons. T.2266
Principal products carried eastbound - canned goods, lumber and lumber products westbound - canned goods, farm products, manufactured goods. T.2266
Saguenay Terminals Ltd. use their own U.K.-registered ships and sometimes charter U.K. ships for intercoastal trade. T.3337
Saguenay Terminals started intercoastal service in 1952 and carried 10,000 tons in 1953 - 40,000 tons; and only 20,000 tons in 1954 - because of introduction of agreed rail charges. T.3343
One third of Saguenay Terminals intercoastal shipping is through-traffic. T.3364
CPR anticipates increase in intercoastal traffic when seaway opened, which will affect railways. T.3969-70, 4021-23
If intercoastal trade restricted to Canadian-built vessels operating at higher costs, trans-continental rail freight rates will also increase. T.5426.

INTERNATIONAL CHAMBER OF SHIPPING:
Definition of "flag discrimination" B-12, p. 2

INTERNATIONAL CHAMBER OF COMMERCE:
Examples of "flag discrimination". B-34, Appendix, pp.10-11

INTERNATIONAL TREATIES:
International Convention on Safety of Life at Sea, 1948. B-93, p. 4
Treaty of 1871 between U.S.A. and U.K. B-28, p. 11
Treaty of Paris, 1783. B-28, p. 18
Treaty of Peace and Amity between United Kingdom and U.S.A., 1814. B-28, p. 18
Exchange of Notes between Great Britain and U.S.A., 1817. B-28, p. 18
Ashburton Treaty, 1842. B-28, p. 18
Treaty of Amity and Navigation, 1871. B-28, p. 18
Treaty of 1909. B-28, p. 19
General Agreement on Tariffs and Trade. B-38, p.7
Case for agreement between U.S.A. and Canada on Great Lakes shipping. B-3, p.4; B-28,p.2; B-34,p.4
U.S.A.- Canada Waterways Treaty, 1909. Ex.#12, pp 4-5
St. Lawrence Deep Waterway Treaty, 1932. (Preamble). Ex.#12, pp.5-6.
Agreement between Canada and U.S.A. for Promotion of Safety on the Great Lakes by Means of Radio,1952. Ex.#12, pp.6-7
British Commonwealth Merchant Shipping Agreement, 1931. Ex.#29

INTERNATIONAL WHEAT AGREEMENT:
Terminates in 1956. T.2592
Provides for maximum and minimum prices. Current price $1.76 T.2592

INTERPROVINCIAL FARM UNION COUNCIL, SASKATOON, SASK: B-112.
Identification. B-112, p.1
Recommends establishment of overall body to regulate and co-ordinate all transport agencies. (Canadian Maritime Commission, Board of Transport Commissioners, Board of Grain Commissioners, Air Transport Board.) T.2720
Recommends subsidies to shipbuilding industry. T.2720-21
Urges speedier development of Port Churchill. T.2721
An affiliation of 5 provincial farm unions. T.2715

INTERPROVINCIAL FARM UNION COUNCIL,(cont'd) SASKATOON , SASK:
Favours right of all nations to participate in Canada's coasting trade and suggests that seaway be regarded as an international waterway. T.2719

IRON AND STEEL INDUSTRY :
Two-way cargoes. B-4, p.2.
Ungava region and Great Lakes. B-28, p. 12
Bell Island-Sydney. B-56, p. 37
Lower costs of transportation on completion of seaway. B-77, pp.3-4
Traffic on Great Lakes. B-80, pp. 21-22
Freight rates on Great Lakes. B-80, p. 23
Union Steamships Ltd. carries ore from Alaska to Washington State, U.S.A. B-93, pp. 7-8
Iron ore traffic from Seven Islands and its effects on Maritime economy. B-100, p.11
Dominion Steel and Coal Corporation, Ltd., Sydney, N.S., shipments of steel. B-100, p. 61
See - Algoma Steel Corporation, Ltd.
See - Iron Ore Company of Canada.
See - Iron Ore Transport Co. Ltd.
Impact of seaway on Quebec-Labrador iron ore deposits and upon Canadian steel industry. B-112, pp. 4-5
Canadian ships carry all necessary ores for Canadian steel mills, providing a dependable service for maintenance of ore and coal stock piles. T.349-350
Mainly an international movement. T.368
Contracts made for long periods. T.392
Iron ore traffic on Great Lakes more profitable than grain trade. T.432
N.M. Paterson & Sons Ltd. carries about 1 m. tons of iron ore per year, mainly to American ports. T.473
Unless protective legislation is provided, iron ore trade from Seven Islands may pass to foreign ships. T.478
N.M. Paterson and Sons Ltd. carries Steep Rock iron ore from Port Arthur to U.S.A. T.482
Most Labrador iron ore will go to U.S.A. T.497
Canadian ships entitled to have some haulage; trans-boundary trade should be protected. (Paterson Ltd.) T.497-8

Canadian Shipowners Association submit operating costs for vessels moving iron ore from Seven Islands to Montreal and Ashtabula. Ex.#248

IRON AND STEEL INDUSTRY: (cont'd)
Steel mills protected by tariffs. T.1616
U.K. participation in ore-carrying trade. T.2842
Transportation of iron ore - Seven Island to Great Lakes; effect on trade of small vessels. T.3005
Increasing iron ore shipments from Seven Islands may limit number of suitable ships available for moving pulpwood. T.3153
Iron Ore Company of Canada Limited built dock at Contrecoeur to assist in movement of ore from Seven Islands. T.3426
Iron Ore Company signed agreement with 8 Canadian shipping companies to carry up to 2 m. tons of ore a year from Contrecoeur to Lake Ontario and Lake Erie ports. T.3426-27
Iron Ore Company signed agreement with Scandinavian Ore Tankers Incorporated to move ore from Seven Islands to Contrecoeur with ships of U.K. registry. T.3426-27
Algoma Steel considers that basic steel industry depends on cheap transportation to greater extent than any other manufacturing business. T.4415
Algoma Steel obtains iron ore mainly from Mesabi Range in Upper Michigan, and from Steep Rock. T.4418
Algoma Steel ships in about 1,560,000 tons of lake ore. T.4418
Algoma Steel expects to ship 160,000 tons of steel and 250,000 tons of pig iron by lake vessels in 1955. T.4424
Inter-relationship between transportation of grain and iron-ore, former is largely shipped very late or very early in the season and latter , because of its tendency to freeze, cannot be shipped at such times. T.4425
Transportation of iron-ore from Seven Islands to Great Lakes through seaway will eliminate transshipment charges. T.3805-06
Methods used by CSL to obtain ore cargoes. T.3877-79, 3922-25.
Marine Industries Ltd. would have increased opportunities to move ore for Quebec Iron and Titanium Corp., Sorel, and other South Shore developments if coasting trade restricted to Canadian-built ships. T.4332

IRON AND STEEL INDUSTRY : (cont'd)
U.K. firm awarded contract to carry 300,000 tons of iron ore from Havre St. Pierre to Sorel for Quebec Iron & Titanium Corporation. T.4352
Statement showing comparative operating costs of Canadian-built and manned and U.K.-built and manned ships (Types A-G) carrying ore from Seven Islands to Hamilton (based on a 210 day season.) Ex.#200 T.4970
Detailed explanation of Ex. #200 T.5000
Ore-carrying ships, used in Canadian coasting trade on completion of seaway, will be in demand by world steel consumers for international trade during winter months. T.5038
Operating cost figures in CSL Exhibit No. 200 and figures for Dominion Marine Association Exhibit No. 165 differ by about 8 cents on ore shipments. T.5117, 5128, 5130.
Dingwall Shipping Company Ltd., supplies ships to transport ore under arrangement between Iron Ore Company of Canada Limited and Scandinavian Ore Tankers, Inc. Ex.#207, T.5057
Movement of iron ore to and from Canadian Great Lakes ports, 1953. Ex.#7, p. 28

IRON ORE COMPANY OF CANADA, MONTREAL : B-108
Identification, activities and plans. B-108, pp.1-2
Built dock at Contrecoeur large enough to handle 2 m. tons per year to assist in movement of ore from Seven Islands. T.3426
Signed agreement with 8 Canadian shipping companies running from 1955 to 1964 to carry from 1,300,000 to 2 m. tons of ore per year from Contrecoeur to Lake Ontario and Lake Erie ports. T.3426
Signed agreement with Scandinavian Ore Tankers Inc. running from 1954 to 1961 (may be terminated on completion of seaway) to move ore from Seven Islands to Contrecoeur with U.K.-registered ships. T.3426-27
Ore sold principally to American steel companies, either via Atlantic ports or Great Lakes, and some to European customers. T.3436
Ore sold f.o.b. Seven Islands to hedge against increases in freight rates. T.3436
Dingwall Shipping Company, supplies ships to transport ore under arrangement between this Company and Scandinavian Ore Tankers Inc. Ex.#207, T.5057

IRON ORE COMPANY OF CANADA:(cont'd)
MONTREAL
Dingwall Shipping Company has 2 new ore carriers (19,600 tons) under construction in U.K.
Ex.#207, T.5057
Shortage of ocean ships to carry ore to Europe. T.5871

IRON ORE TRANSPORT COMPANY LIMITED, B-109
MONTREAL:
Identification and plans.
B-109, p.1
Canadian corporation formed by five steel companies, all partners in Iron Ore Company venture, to acquire and operate ships to move ore from Seven Islands to Atlantic ports and Contrecoeur. T.3432
Contracted for two 31,000 ton ore ships to be built in U.K. for delivery in 1956 or 1957 and designed to carry ore to Atlantic ports and Contrecoeur from Seven Islands but not designed to pass through completed seaway - (Specific data on beam, draught, length in Ex.#197).
T.3433, 3435, 5123.
Ships to be used for moving ore belonging to owners and their interested partners and associates and not to be used on common carrier basis. T.3434
Description of "S.S. Sept Iles" delivered in December 1955, and "S.S. Ruth Lake" to be delivered in 1956. Ex. #197, T.5123

IRVING PULP & PAPER LTD.: B-129,173
See - Kent Lines Ltd.

ISLAND TUG & BARGE LIMITED, AND YOUNG & GORE TUGBOATS LTD. B-54
VANCOUVER AND VICTORIA :
Young & Gore Tugboats Limited, a subsidiary of Island Tug and Barge Ltd. T.2022
Engaged in carrying bulk cargoes, principally lumber, sand, gravel.
T.2022
Activities include marine salvage.
T.2023
Purchased foreign-built vessels.
T.2023-24
Some of company's tankers British -built and registered.
T.2024
Foreign-purchased ships require extensive conversion work, performed in B.C. yards. T.2025-26
Three-quarters of common stock and 98% of preferred stock owned by Canadians. T.2026

ISLAND TUG & BARGE LIMITED, AND YOUNG & GORE TUGBOATS LTD: (cont'd)
Only one service on a scheduled basis. T.2027
Ships purchased in U.S. and converted in B.C. to tugs cost 50% less than tugs constructed in B.C. T.2032
Employs Canadian crew. T.2033
Does not fear competition from British shipping because difference in operational cost would disappear.
T.2038, 2049
Opposes restrictions. T.2040
Does not object to subsidies to shipyards. T.2051
Makes its own repairs on smaller vessels. T.2052-53
Purchased 7 tankers in Britian, 4 of them are Canadian registry and 3 British. T.2069
Does not publish freight rates, they are calculated on each individual trip. T.2079

ITALY:
Maritime protective policy.
B-101, pp.61-64; T.1166-67

J

JAPAN:

Maritime protective policy. B-101,p.64; T.1167-68, 1579-80

Italy, Germany and Japan could carry our goods even cheaper than ships from the U.K. T.2820

K

KENNEDY & SONS LTD., WILLIAM, OWEN SOUND, ONT.: B-18

Manufacturers of marine components and ship repairs. Incorporated in Canada but recently sold to British interests. T.4483
Only firm in Canada manufacturing propellers of over 6 ft. in diameter. T.4483
Sole manufacturers of bronze tail shaft liners and bushings. T.4484
Also manufactures pulp and paper machinery, cement mill machinery, and other heavy equipment. T.4484
Marine business represents 20% of the dollar volume of total business during past 4 or 5 years. T.4485
Competition from U.S.A. and U.K., particularly in cast bronze tail shafting. T.4485-86
Receives orders for propellers and shafts by submitting tenders. T.4487
Has supplied 75% to 90% of propellers used in merchant marine construction in Canada in past five years. T.4488
Practically no duty on importation of propellers and shafts

KENNEDY & SONS LTD., WILLIAM, OWEN SOUND, ONT.: (cont'd)

for new ship construction because there is a 99% drawback on such equipment. T.4486
Current annual sales of specialized items to shipbuilding industry for merchant marine (excluding naval craft) do not exceed $190,000. T.4487
Has manufactured propellers since about 1880. T.4489
Expanded considerably during World War II. T.4489
Would not be seriously affected if fewer ships were built in Canada but feels that if shipbuilding industry disappeared, it would be a loss to Canada. T.4490
Believes that, as sole Canadian manufacturer of large propellers and shafts, company should maintain its facilities as long as it can break even. T.4490-91
Recommends that coasting trade be restricted to ships built in Canada. T.4491
Not in favour of direct subsidy to Canadian shipping or shipbuilding industry. T.4491-94
Employs 500 to 600 people. T.4494
Cheaper if propellers could be manufactured in greater volume and, if class of ship using seaway became standardized, propellers could be kept in stock. T.4494-95
75% of propellers and liners manufactured during past 4 or 5 years went for new ship construction and remainder for repair work. T.4496
Repair business alone would not justify maintenance of specialized plant for casting propellers. T.4496
Does not expect increased propeller repair business on completion of seaway. Cheaper for British-built ship to secure propeller from U.K. because existing pattern already in U.K., and labour cheaper. T.4497

KENT LINES LIMITED (BRUNSWICK MOTORS LIMITED & IRVING PULP & PAPER LTD.) TORONTO: B-129, 173

Considers shipping trade, both foreign and coasting, should be open to competition, but not in favour of opening Canadian coasting trade to other than Commonwealth competition. T.4884, 4913-14, 5298-5300, 5377

KENT LINES LIMITED (BRUNSWICK MOTORS LIMITED & IRVING PULP & PAPER LTD.) TORONTO: (cont'd)

Business activities mainly on East Coast. T.4891-92

Ships constructed to face ocean conditions. T.4892

Cost of maintenance and repairs in Canadian shipyards higher than elsewhere. T.4893

Wages said to be higher in U.S. shipyards but repair work done more quickly at less over-all cost. T.4893

This contradicted by G.E. Jackson. T.5775-83

Cheaper to have repair work done in U.S.A. than in Canada because of shorter lay-up period. T.4894, 4915-17

Estimated nucleus of 7,000 workers required to maintain shipyards in case of emergency but, since World War II, shipyard employment in Canada has never dropped below 10,000. T.4895, 4918-20

Claims that C.N.R. cannot be counted on to supply transportation in Maritimes on sound, steady rate basis. T.4897-98, 5255-59

Rail and water rates. T.4898-99

Suggests that Atlantic coastal control be established with authority to deal with coastal and deep sea shipping in Eastern area. Ex.#164, B-129, p.8; T.4900, 5379-80

Recommends clear-cut policy in respect to importation of ships to be registered in Canada. Ex.#164, B-129, p.8; T.4900-01

Advocates construction of Chignecto canal. T.4906

Tankers employed in connection with products of Irving Oil Co. T.4908

Has ships which operate in both coasting and deep sea trade. T.4912

Manages 4 ships built and registered in Canada. T.4913-14A

Details of 7 ships owned and operated by Irving Pulp & Paper Ltd. under Canadian registry and of the "Irvingbrook" operated under Panamanian registry. T.4909, 4912, 5260-72, 5323-30

Irving Pulp & Paper Ltd. operates 4 tugs under Canadian registry. T.5264

KENT LINES LIMITED (BRUNSWICK MOTORS LIMITED & IRVING PULP & PAPER LTD.) TORONTO: (cont'd)

Irving Pulp & Paper Ltd. sometimes charters U.K. ships for foreign trade. T.5271

Irving ships participated more in Canadian coasting trade during 1955 than in previous years. T.5271

Three ships have participated from time to time in trading on Great Lakes. T.4914B, 5273, 5306

Reasons why Irving ships have been repaired in U.S. shipyards. T.5274

Construction of Canso Causeway has caused shipowners delay and expense because ships have had to go around Cape North to Northumberland Straits. T.5290

Because of these delays plus Mr. Irving's inability to purchase an additional ship many products, ordinarily shipped by water, have been transported by rail at greater cost. T.5291

Canso Causeway likely to cause ice jams in spring and delay entrance to Northumberland Straits. T.5292

Irving tugs engaged in towing pulpwood down Saint John River. T.5293

"Irvingbrook" (18,000 tons), built in Germany, was registered under Panamanian flag to avoid Canadian duty. T.5294

All ships manned with Canadian crews except the "Irvingbrook". T.5294

Converted 5 corvettes to diesel freighters after World War II, registered them in Canada, and operated them successfully in foreign trade. T.5295-96

Ships have seldom been tied up for lack of business. T.4892, 5298

Canadian-built vessels with Canadian crews can compete successfully in Maritime coastal trade (Mr. Irving). T.5298

Favours permitting U.K. to continue in Canadian coastal trade but opposes opening trade to foreign shipping. T.5298-5300, 5377

If coastal trade opened to foreign vessels, Canadian ships could not compete and shipping would not be available when needed except at high rates. T.5300-01

Easier to employ Canadian crews for Canadian ships operating in foreign trade than foreign crews. T.5302-03

Many of company's Canadian-built ships were old ships purchased at low prices. T.5305

KENT LINES LIMITED (BRUNSWICK MOTORS LIMITED & IRVING PULP & PAPER LTD.) TORONTO: (cont'd)

On completion of seaway ocean-going ships may be used to carry pulp from Maritimes to Great Lakes area. T.5307

Booklets - "The Story of The Chignecto Barrier", "The Voice of The Maritimes" and "The Case For The Chignecto Canal". Ex.#196

Argument (presented by Mr. J.F.H. Teed, Q.C.) T.5374

Opposes: (a) restriction of Canadian coasting trade to ships built and registered in Canada, or (b) to ships (wherever built) registered in Canada, or (c) restriction requiring maintenance and repair of ships in Canada. Ex.#164, B.129, p.2

"Irvingwood", is the only ship that is unionized and presently under charter to C.N.R. T.5303

Statement showing number and registered net tonnage of vessels arriving at and departing from Canadian ports in Canadian coastwise shipping during 1954. Ex.#195

Irving Oil Co. paid Canadian scale of wages while its ship operated on Great Lakes and St. Lawrence River but reduced wages to U.K. level when ship operated in Maritime waters. T.1557-58

L

LABOUR:
Strikes amongst U.K. crews on 2 Dosco vessels and one Clarke Steamship Co. vessel in Montreal and Sydney, N.S. in 1954 resulted in operators paying bonuses of £6 a month to U.K. crew while ship engaged in Canadian coasting trade. Ex.#173, T.3770-72
Competition from aircraft industry keeps labour costs high in shipbuilding industry. T.4238-39
Labour skills required in shipbuilding which are not required in other industries. T.4326
Estimated that nucleus of 7,000 men required to maintain shipbuilding and ship repairing industry. T.4326-27
Twice as many electricians required in construction of a war ship as in constructing a merchant ship. T.4337
When ship construction orders are slow, shipyard worker is inclined to slacken his pace as he sees no further work ahead when current job is finished. T.4345
Productive labour accounts for 20% - 35% of total cost of a commercial ship. T.4354
About 700 people engaged in lake shipping in Midland area. T.4377
About 1300 people employed on bulk carriers in southeastern Georgian Bay area. T.4378
Wages in Midland shipyards are higher than in Lauzon or Sorel. T.4393
Industrial Committee of Simcoe County suggests that labour engaged in Upper Lakes shipyards might be ready to accept a wage rate in line with rates in Quebec yards. T.4393-95
Algoma Steel employs 7,000 out of total working population of approximately 11,500 in Sault Ste. Marie. T.4416
U.K. crews engaged in Canadian coasting trade resent low wages and inability to purchase bonded stores. T.3772
Canadian Unions stir up dissatisfaction amongst U.K. crews. T.3773
Questionable whether shipbuilding industry requires as much skilled labour as claimed. T.4702
No indication that men in Canadian shipyards less efficient than in U.K. yards. T.235, 5050, 5054
See also - Trade Unions
- Labour Productivity
- Longshoremen's Unions
- Seamen

LABOUR: (cont'd)
Union Steamships Ltd., Vancouver, B.C. recommends amendment to Industrial Relations and Disputes Investigation Act to expedite settlement of strikes and to determine legal positions during strikes. T.2311

LABOUR PRODUCTIVITY:
Canadian shipbuilding industry not necessarily inefficient because costs are higher than those in U.K. yards. T.234-36
No indication that men in Canadian shipyards less efficient than in U.K. yards. T.5050,5054
Canadian methods, quality of work and man-hour productivity said to be second to none. B-103, p.10
Adequate data for measuring productivity in Canadian shipyards not available. T.1708

LABOUR PROGRESSIVE PARTY IN BRITISH COLUMBIA,
VANCOUVER: B-118
Brief. Ex.#63, T.2490
Recommends restriction of coasting trade to Canadian-built, owned, and registered ships. T.2494
Proposes subsidies, particularly for deep sea merchant marine. T.2495
Criticizes federal government shipping and shipbuilding policy. Ex.#63, pp.1-5

LABRADOR:
Geographical position. B-56,p.9
Navigation season. B-91, p.1
Operations of Iron Ore Company of Canada. B-108
Planned shipping services of Iron Ore Transport Company Ltd. B-109
Importance of seaway in relation to iron ore deposits. B-112, pp.4-5

LAKE CARRIERS' ASSOCIATION, CLEVELAND, OHIO:
Annual Report, Ex.#9, T.365, 366
Proposal for Treaty between U.S.A. and Canada concer ing trans-boundary trade. Ex.#8, pp.1-43

LAKERS:
Strong enough to go to Seven Islands but not strong enough to go to Nfld. T.415
Lakers more efficient than ocean-going vessels and could beat the latter as far east as Montreal. T.416
If built in United Kingdom, could be sailed to Canada(see evidence of Mr. R.Lowery and his correspondence with Classification Societies).T.2917-2941
See also - Ships.

LAURIER, SIR WILFRID:
Statements made in 1912 by Laurier and Borden in support of a Canadian shipbuilding industry. B-82, pp.31-32

LEGISLATION:
Federal Navigable Waters Protection Act. B-2, p.1, B-21, p.1
Transport Act, Part II. B-28 pp.6,7; B-61, p.1; B-87,pp.2-3
Customs Act, 1952. B-34, p.4 Appendix,pp.3-5; B-49, pp.3-4 10-11; B-68,p.2; B-101,pp.43-45
Customs Act-Coasting Trade Customs Regulations. B-34,p.4 App.5
Customs Tariffs Act, 1952, B-34, p.4, App. pp.5-6
Australian Navigation Act, 1912-53. (Part IV-Coasting Trade.) See also Australia. B-34, app.6-9 Ex. 11

Canada Shipping Act, B-34, App. pp.9-10; B-101, pp.42-45
Australian Shipping Act, 1949. B-36, p.5
Vessels Construction Assistance Act. B-36, pp.8-9
Navigable Waters Protection Act, 1952. B-49, p.9
Inland Water Voyages Act, 1934. B-49, p.8
Interpretation of "foreign Country" under Sections 54 and 55 of Customs Act, 1952. B-68, pp.2-3
Newfoundland Shipbuilding Bounty Act. B-76, p.7
Maritime Freight Rates Act. B-70, p.3, T.5371
Differences between Canadian and U.S. legislation concerning coasting trade and its effects. B-80,p.9
Railway Act of Canada. B-87,p.2
Inland Water Freight Rates Act. B-87,p.3
Transport Act, 1938, exempting some ships from jurisdiction of Board of Transport Commissioners. B-92,pp.6-7
British Merchant Marine Act,1894 B-101,p.49
Bills of Lading Act, 1952. B-101,pp.50-52
U.S. Merchant Marine Act, 1936. Article 2. B-101,pp.49-50
Industrial Relations and Dispute Investigation Act, 1947. B-101,p.80
Report of Conference on Operation of Dominion Legislation and Merchant Shipping Legislation- London, 1929. Ex.#10 (a)
Summary of Proceedings of Imperial Conference- London,1930 Ex.#10 (b)

LEGISLATION: (cont'd)
Appendices to Summary of Proceedings of Imperial Conference - London, 1930. Ex.#10 (c)

See also- Commonwealth Merchant Shipping Agreement, 1931.

U.S.A.-Canada Waterways Treaty, 1909. Ex.#12, pp.4-5
Legislation concerning control of grain-carrying ships. Ex.#12,p.7
Australian legislation governing coasting trade. Ex.#12,pp.9-14, Ex.#89
U.K. Navigation Acts, 1651-1849. Ex.#12,pp.15-16
U.S. legislation respecting navigation, safety and shipping. Ex.#12,pp.17-19
Excerpts from British Columbia Labour Relations Act. Ex.#57,pp.12-15
Dominion Coal Board Act, P.C. 1955-367 - March 18, 1955 and P.C.1954 - 685 - May 6, 1954, governing coal subventions to Dominion Coal and Steel Company, Nova Scotia. Ex.#90,91 & 92, T.3694-95

See also - Aeronautics Act.

Crows' Nest Pass Agreement, 1897 B-112,p.2
Railway Act - Rate regulating provisions. T.3973-85, 3988-89, 4071-73, 4137
Transport Act - Rate regulation provisions re railways. T3985-89
Regulations re package freight carriers on Great Lakes.T.4009-10,4017-18
U.S. Interstate Commerce Act. Section 303 - re definition of bulk goods. T.4175-76
Kent Lines Limited recommends clear-cut policy in respect to importation of ships to be registered in Canada. Ex.#164, B-129,p.8; T.4900-01
Restrictive legislation protecting requirements of one area with detrimental consequences to another area is foreign to concept of Confederation. T.5372
Statute of Westminster (1931). T.5886
Federal Dry Docks Subsidies Act; Newfoundland recommends amendment to provide for fourth-class docks. Ex.#236,p.12
Transport Act-circular letter sent by Union Steamships Limited to all B.C. Members of Parliament and Senators - February 29, 1956, re amendment (Bill No.107), introduced in Parliament on February 15, 1956. Ex.#242
Railway Act, Section 468, covers "bridge subsidy", a subsidy to railways covering high maintenance costs over "bridge" from Sudbury to Fort William, in order to reduce freight rates to Western Canada. T.5870

LICENSING:
Requirements for obtaining coasting license. B-49, p.3; B-49, pp.9-10; B-68, pp.1-2;B-101,p.43
Coasting license required in Great Lakes for non-bulk goods presently affords some protection to Canadian vessels. B-77, p.5
"Coasting Regulations of this Dominion", referred to on Department of National Revenue "Coasting Bond" form, have never been issued. B-68, p.2; B-101, p.43
Licensing required to maintain carrier service at adequate level. T.4035-37
C.P.R. not opposed to admission of U.K. shipping in Canadian coasting trade if subject to licensing and regulating provisions. T.4047
Licensing required to harmonize competition and regulation. T.4077-81
Hamilton Chamber of Commerce proposes extension of licensing of package freight down to Anticosti Island, limiting package freight trade west of Anticosti to Canadian-registered vessels. T.4512-22
Union Steamships Limited opposes extension of licensing under Transport Act to B.C. coasting trade as impracticable. Ex.#57 & #242
Furness Withy opposes coasting trade restrictions and unwilling to accept exceptional treatment secured only by license. T.890-91
B.C. opposes licensing of inter-coastal trade. T.1938
C.P.R. favours extension of licensing provisions under Transport Act to inter-coastal trade. T.1937
Licensing of ships engaged in coasting trade would not hold foreign ships in Canadian waters if they could do better elsewhere. T.2560-61
If coasting trade restricted to Canadian-registered vessels there might not be enough eligible ships to handle cargo immediately, therefore Clarke Steamship Co. suggests that licenses be issued to U.K. ships during transitional period. T.3479
Maritimes Transportation Commission opposes proposal that all ships engaged in coasting trade be subject to Transport Act Regulations. T.5405, 5410
Clarke Steamship Co. would not object to being licensed under Transport Act if same regulations applied to all ships engaged in coasting trade. T.5560

LIMESTONE:
Shipments from Aguathuna, Nfld. to Sydney, N.S. B-56,p.37
Algoma Steel Corporation Limited brings limestone mainly from Upper Michigan Peninsula in self-unloading vessels. T.4419

LOADING AND UNLOADING:
Most loading and unloading equipment at Great Lakes ports designed for lakers and not suitable for ocean-going package freighters. T.3351-54
Advantages and disadvantages of unloading from side-loading vessels. T.4583
Vessel of 44' depth, suggested by CSL as an appropriate depth for ship using seaway, could be satisfactorily handled at most deep-sea loading or discharging berths, but not immediately at all Great Lakes docks. Ex.#200-202, T.4980-82

"THE LOG"
Extracts from "The Log", a magazine of June, 1955 claim that payment by U.S. of subsidies totalling $121 m. to U.S. Merchant Marine resulted in return by way of taxes of $166 m. Ex.#58, T.2429-30

LONDON:
See - Port of London Authority.

LONGSHOREMEN'S UNION:
Canadian vessels calling at Puget Sound considered by Longshoremen's Union as foreign vessels and required to engage gang of at least 10 men, resulting in higher costs. T.2329
Trade unions do not allow owners of small ships to load or unload their own vessels, a policy which increases transportation costs. T.1004-05
High terminal charges at St. John's, Nfld., are a result of Union agreements which: (1) prevent use of mechanical unloading equipment, (2) require hiring of gangs considered by some to be unnecessarily large. T.3612-14
Quebec Federation of Labour represents about 2,200 longshoremen in Montreal, 700-800 in Saint John, N.B., and 1,000 in Halifax. T.3646-47
Memorandum of Agreements between The Longshoremens' Protective Union and The Newfoundland Employers' Association, Ltd. -1954. Ex.#237

LONGSHOREMEN'S UNIONS: (cont'd)
Schedule of longshoremen wage rate in Nfld. effective May 1, 1955. Ex.#237
Longshoremen at St. John's, Saint John and Halifax. B-13, p.2
See also - Labour.

LORNE DRY DOCK,
LAUZON, P.Q.:
Property of Canadian Government. T.2885

LUNENBURG FOUNDRY & ENGINEERING LTD.,
LUNENBURG, N.S.: B-130
Brief. Ex. #34, T.1309
Engaged in manufacturing installing & servicing marine equipment for fishing & coasting trade. T.1299
Engaged in re-fitting naval ships during World Wars I & II. T.1301
Also does general foundry and machine work. T.1302
Employed 450 people during World War II. T.1301
Believe that neither Commonwealth Merchant Shipping Agreement nor Canada Shipping Act ensures stability of shipping and shipbuilding industries in Canada. T.1304
Recommends restricting coasting trade to Canadian built and registered ships. T.1306
Lost some business because fishing industry imported ships. T.1310
Half of business consists of repair work and half of new construction. T.1312
Fear of higher transportation costs if British ships withdrawn is over emphasized. Lack of competition is reason why British ships now charge high rates. T.1315
Subsidies to shipbuilding industry might give temporary help, but long-term policy requires restriction of coasting trade. T.1323
Believes Great Lakes region should not be treated differently. T.1326-27
If coasting trade restricted, transportation costs may not rise because volume of trade carried by Canadian ships will increase. T.1328
Masters of fishing vessels are required to pass examination under Canada Shipping Act before engaging in coasting trade and, in many cases, lack of education makes it difficult for them to obtain certified master's papers. T.1341

MAGDALEN ISLANDS TRANSPORTATION CO. LTD: B-68
Services between Nova Scotia, Prince Edward Island and Magdalen Islands. B-68, p.2

See - Clarke Steamship Co. Ltd.

MANCHESTER LINES:
Built 3 ocean-going lake freighters ("Manchester Pioneer" type) for use in international trade but could not use them to compete with lake carriers in coasting trade. T.3641
Ships of Manchester Lines, operating in Great Lakes during last 3 years, have never participated in Canadian coasting trade. T.5186-87
Some deep-sea Manchester Line ships are licensed to engage in Canadian coasting trade, but their lake ships do not have such licenses. T.5188

MANITOBA:
Activities of Federated Co-operatives Ltd. B-45
Coasting trade policy suggested by Government of Manitoba. B-77, p.10
Importance of Winnipeg as a distribution point. B-96, p.1
A "maritime" province. T.1755

See - Manitoba, Government of

MANITOBA FEDERATION OF AGRICULTURE AND CO-OPERATION, WINNIPEG: B-125
Brief. Ex.#70, T.2765
Opposes further restrictions on coasting trade, and particularly in Great Lakes-St.Lawrence region. T.2780
Recommends consideration of opening coasting trade to vessels of all friendly nations. T.2780
If Canadian shipping industry cannot compete with foreign shipping then Federation prepared to take a chance with world shipping. T.2798

MANITOBA, GOVERNMENT OF: B-77
Making study of effects of seaway on west, Fort William and Port Arthur. T.1609-10
Manitoba a "maritime" province. T.1755

MANITOBA, GOVERNMENT OF: (cont'd)
Suggests: (1) Benefits of seaway be spread throughout national economy; (2) this can be accomplished by retaining status quo in coastal trade; (3) coastal and trans-boundary trade on Great Lakes should not be treated differently from trade on other national waters; (4) investigation of situation at Port Arthur and Fort William; (5) possible future opening of coasting trade to all friendly nations. T.1764-65
Over 95% of Manitoba's water-borne trade passes through Lakehead ports. T.1765
Shippers interested in low transportation costs, dependability of service, employment multipliers, and maintaining a nucleus of shipping and shipbuilding for defense purposes. T.1768-69, 5564
Opposes any legislation restricting coasting trade on Great Lakes. T.1801
Survey of rail shipments originating in Manitoba for Canadian destinations in 1953. T.2773-74
Manitoba located over 1,000 miles from its main markets and supply sources. T.2772
Table showing shipments terminating in Manitoba from Ontario and Eastern Canada in 1953. T.2777
Estimated cost of moving grain from Lakehead to Montreal by present method, and by upper lakers and U.K. ocean-going ships on completion of seaway. Ex.#187
Ex.#187 criticized by CSL which presents its own comparison. Ex.#205, T.5024, 5024A-D
Statement showing earnings, net income, dividends and stock prices for Canada Steamship Lines 1940-1955. Ex.#198
Canada Steamship Lines criticizes size of vessels used for comparison in Ex.#187 T.5016
Detailed comments by CSL on alleged misleading and inaccurate picture presented by Ex.#187. T.5014-36
Canadian Shipbuilding and Ship Repairing Assoc. criticizing B-77 points out that escrow funds are not now limited to construction in Canadian shipyards. Ex.#220, T.5039-79
Mr. Lowery questions claims by Manitoba that Canada suffers locational disadvantage in competition with Australia and Argentine. T.5229-31

MANITOBA, GOVERNMENT OF: (cont'd)
Argument (presented by Mr. C.D. Shepard). T.5563
Supports status quo in shipping policy. T.5567
Mr. Shepard concludes from evidence before Royal Commission that: (1) seaway will lower costs of transportation; (2) unless rates are lowered, benefits from seaway will go to shipowners only; (3) only factor that may bring freight rates down in Great Lakes is potential competition from non-Canadian operators; (4) if Canadian ship operators pass on potential savings to shippers then they need not fear loss of traffic to non-Canadian operators; (5) if they fail to do so they will lose that traffic; (6) argument that "without protection Canadian shipping cannot survive" is not justified by cost comparisons, by valuation of shares by investors or by increased dividends paid by Canada Steamship Lines. T.5567-69
Suggests investigating conditions & facilities at Lakehead ports. T.1764-65, 5600
Not pressing proposal to open coasting trade to all friendly nations at present. T.1764-65, 5601

MANSON'S LANDING COMMUNITY ACTIVITIES COMMITTEE, CORTES ISLAND, B.C.: B-116
Recommends control of coasting freight and passenger service. T.2294-95
Prior to 1945 Cortes Island and adjacent islands were served by Union Steamships Co. which subsequently withdrew. T.2295
Area now served by small companies whose rates and schedules are subject to arbitrary changes without notice. T.2295
Shipping services inadequate and adversely affect regions economy. T.2295-96
Extract from "The Campbell River Courier", August 3rd, 1955, concerning increases in water freight rates to Cortes Island. Ex.#56 T.2300
Requests that services to the Island be subsidized. T.2304
Queen Charlotte Airlines also serves Island and presents acute competition for water transportation. T.2305-06

MARINE RAILWAYS:
Regulations governing marine slip at Selkirk, Manitoba. Ex.#239, T.5985
Mr. F. Alport estimates cost of building a marine railway to take a 200 ton coastal schooner at about $100,000. T.4440-41

MARINE INDUSTRIES LIMITED, SOREL, P.Q.: B-152, 165
Handles administration of Branch Lines Limited. T.4302
Barges previously constructed for Bowater's Pulp and Paper Mills by Marine Industries are now being constructed in U.K. T.4306-07
Recommends coasting trade be reserved for Canadian-built and Canadian-registered vessels. T.4311
Considers it essential to maintain shipbuilding and ship repairing facilities in case of national emergency. T.4312
Expansion of shipyard during World War II mentioned in Leslie Robert's book "Canada's War at Sea". T.4312
Considers shipbuilding more complex today than 15 years ago and more diversified skills require longer training. T.4315
Attempts at diversification have resulted in labour diversion from shipbuilding and ship repairing of only 11%. T.4316
Naval work accounts for about 75% of labour employed, but as naval program tapers off there will be a decline. T.4316
Has built ships at Sorel since 1917, but prior to 1939 on a modest scale. T.4316-17
Employment figures. T.4317
Coasting trade should not be entrusted to non-Canadian agencies and should benefit from same privileges and protection as other Canadian transport systems. T.4317-18
Percentage of gross revenue during period 1945-55 represented by shipbuilding - 52.63%, ship repairing - 28.16%, subsidiary activities - 18.9%. T.4319-21
Subsidiary activities would not compensate for lack of shipbuilding and ship repairing. T.4321
Number and types of ships built during World War II. T.4322
Volume of shipbuilding and ship repairing done for defence and reconstruction since 1945. T.4322-23

MARINE INDUSTRIES LTD: (cont'd)
Volume of mercantile shipbuilding and ship repairing since 1945. T.4323-26
Built more than 26 vessels for French interests since 1945. T.4325
List of various skills required in shipbuilding and not in other industries. T.4326
Supports recommendation by Canadian Maritime Commission that nucleus of 7,000 men should be maintained in Canadian shipbuilding and ship repairing industry. T.4326-27
Would require nucleus of 2,000 men to remain in operation. T.4327-30, 4356-58
Subsidy assistance to shipbuilders only a partial solution, neither permanent nor popular. T.4330-32, 4361-62
Believes restriction of coasting trade would be beneficial to company in view of (a) expanding economy, (b) potential industrial development on shores of St. Lawrence River. T.4332
Graphs and statements showing employment during period 1937-55, and savings available to Canadian shipowners on construction of various types of ships. Ex.#150 & 194, T.4334-42, 4346
List of ships built during period 1926-1955. Ex.#150
Believes substantial reduction in costs would result if shipyards built numerous ships of same type. T.4343
Believes that Canada should be self-supporting in coasting trade. T.4350-52
Labour represents from 20-35% of cost of production of a commercial ship, and equipment from outside suppliers from 45-55%. T.4354-55
Out of 2,000-man nucleus considered necessary to maintain operations, 1,600 would be wage earners - 60% skilled and 40% unskilled or semi-skilled. T.4358
Expects increase in traffic on Great Lakes and St.Lawrence River when seaway is completed. T.4360
Expects only urgent repair work from U.K. or foreign ships on completion of seaway. T.4360-61
Estimate, based on information in Ex.#204, indicates cost of building a ship is 59-60% more in Canada than in U.K. T.5053
Statement listing definition of technical terms and typical values for various types of vessels. (diagram). Ex.#190
Argument (presented in French by Mr. Arthur Simard). T.5885

MARITIME AGENCY OF QUEBEC: T.2996

MARITIME FREIGHT RATES ACT:
Resulted from investigations made by Duncan Commission of 1925. T.639-640
Extended to Nfld. under Terms of Union. T.643

MARITIME LUMBER BUREAU:
Represents lumber trade of New Brunswick and Nova Scotia. T.1432
Endorses submission of Maritimes Transportation Commission. T.1432
Importance of cheap water transportation for pulpwood and lumber along St.Lawrence River. T.1433-34

MARITIME MARINE WORKERS' FEDERATION(CCL (HALIFAX DISTRICT): B-15
Supports construction of seaway and considers Chignecto canal should be part of seaway project. T.1161
Favours protection for both coastal shipping and deep sea shipping. T.1163
Considers it a mistake to compare operating and ship construction costs of various countries purely on wage basis, because of the various forms of assistance in effect. T.1164
Companies engaged in development of natural resources of Canada should use Canadian shipping services, and construct their ships in Canada. T.1179, 1191
Represents majority of organized marine and shipbuilding workers in Maritime Provinces, except Nfld. T.1202
Canadian shipping should be subsidized and coasting trade restricted. Subsidies should be high enough to avoid any rise in cost of transportation. T.1204-05
Favours restriction of coasting trade to Canadian-built and registered ships and subsidies in exceptional cases such as Nfld. where marginal industries operate. T.1211-12

MARITIME MARINE WORKERS' FEDERATION(CCL (SAINT JOHN, N.B. DISTRICT): B-16
Represents over 1,000 workers. T.1534-35
Restriction of coasting trade would increase living cost to average taxpayer, but would maintain shipyards in readiness for expansion in case of war. T.1544-45
Denies allegation that no construction underway at present in Saint John Dry Dock because wages are highe than in Quebec yards. T.1550

MARITIME PROVINCES:
Potential detrimental effects if restrictions imposed. B-38,p.4; B-40,p.1
Advantages of building ships in U.K. B-38,p.5
Importance of low transportation costs. B-70,pp.3-4; B-100,pp.2-5, 12-14
Shipbuilding industry. B-75,pp.7-8
Restriction of coasting trade would cancel benefits from seaway. B-77,p.4
Resolution of Atlantic Provinces Shippers' Association Conference, June 1955, condemns restriction of coasting trade. B-100,p.1
Cargoes handled in interprovincial trade. B-100,p.5
Participation of British and Canadian ships in interprovincial trade. B-100,pp.5-6
Rail rates in relation to water rates. B-100,p.8
Trucking industry in Maritimes. B-100,pp.8-9
Importance of trade with U.K. B-100,p.9
No objection to different coasting trade policy in Great Lakes-St. Lawrence region, if it does not adversely affect Maritimes. B-100,p.9
Maritimes Transportation Commission's view on Canadian Merchant fleet and shipyards. B-100,p.11
Atlantic Provinces and seaway. B-100,pp.11-12
Statement showing rail and rail-water rates from central Canadian points to St.John's, Corner Brook, Sydney and Halifax. B-56, App.1 Statements 1-8; B-100 App.pp.15-31
Statement showing vessels of British registry conducting regular carrier services in coastal and intercoastal trade as of June 1955. B-100, App.pp.32-33
Canadian registered vessels in coasting trade. B-100,pp.33-34, pp.63-67
Cargoes to and from Great Lakes-St.Lawrence ports and Saint John and Halifax, 1932-36. B-100,p.35
Westbound and eastbound cargo movements between Great Lakes-St. Lawrence and Maritime ports, 1933-35. B-100, p.36
Rail and water rates on various commodities between Maritimes and Montreal, 1937. B-100,p.37
Distances between central Canadian ports and Atlantic ports. B-100, pp.38-39
Ports with a customs collector. B-100,p.4
Cargoes loaded and unloaded at Maritimes ports, by provinces,ports and commodities. B-100,pp.40-56

MARITIME PROVINCES: (cont'd)
Shipments of coal and steel by Dominion Steel and Coal Corporation Ltd., Sydney, N.S. 1953-54 B-100, pp.61-62
Eastern coastal services on which federal subventions are paid. B-100,p.68
Employment in shipyards, 1939-54. B-101,pp.8,10,11
Average monthly employment in shipyards, 1946-53, B-101,p.12
Value of ships constructed and of repair and conversion work,1946-53. B-101,pp.18-20;B-111, App. Table III.
Value of ships under construction as of March 1954. B-101. p.20 B-111, App. Table VII
Canadian-owned ships operating on East Coast should be protected from further foreign competition, in order that local yards may retain their repair work.B-102,p.2
Rowell-Sirois Report tracing development of transportation. B-107, pp.1,2,3
Value of ship repairs and conversions in 1953. B-111, App. Table VI
Number of foreign-registered vessels, and cargo carried in Atlantic and Lower St.Lawrence coasting trade 1953. B-111, App. Table I
Equalization of class rates results in increased rates between Ontario and Maritimes. (Maritimes Transportation Commission). T.169
Interprovincial Steamship Lines began regular service between Great Lakes and Maritimes in early 1930 and continued until World War II. T.612, 1443-44
Establishment of Interprovincial Steamship Lines resulted in reduction of rail freight rates. T.613
Since World War II there has been no regular common carrier service between Maritime mainland and central Canadian ports. T.614
Maritimes Transportation Commission opposed regulation of Maritime coastal trade, inter-coastal trade, and coastal trade between Great Lakes and Maritimes. T.615
Maritimes Freight Rates Act resulted from investigations made by Duncan Commission of 1925. T.639-640
Low-cost transportation is essential because most goods shipped from Maritimes are basic commodities and primary manufactured products of relatively low value, i.e., coal gypsum, lumber and agricultural products. T.1091, 5399

MARITIME PROVINCES: (cont'd)

Withdrawal of U.K. ships would worsen competitive position of Maritime shippers as compared with shippers in central Canada who enjoy benefits of motor truck competition. T.1092

Restriction of coasting trade would particularly hurt Nfld. and Nova Scotia. T.1096

Exclusion of U.K. ships from coasting trade threatens economy of Maritimes. T.1104

U.K. vessels facilitate free movement of trade and affect freight rates because of their lower costs. T.1139

Until May 1955, U.K. ships operating from Toronto to Nfld. had differential water rates as compared with Canadian ships, but since then, rates have been equalized. T.1156-57

Maritime Marine Workers' Federation predicts Maritimes will be affected adversely by seaway because: (1) port business will diminish, (2) there will be further concentration of industries in Upper Canada. T.1218-19

If special treaty concluded with U.S.A. to restrict trans-boundary trade, then seaway should be beneficial to Maritimes. (Lunenburg Foundry and Engineering). T.1305

Different treatment of Great Lakes and St. Lawrence would be considered as discrimination against shipbuilding industry and employment in Nova Scotia. (Lunenburg Foundry) T.1305

Lumber trade: About 50% for local market, and 1/3 of remainder exported to U.K.; 1/3 to U.S.A.; 1/3 to Canadian market. T.1436

Seaway may lower cost of transportation of lumber from Maritimes to central Canada. T.1441-1453

During World War II, Canadian shipyards repaired 27,000 allied ships, 60% of which were repaired in Maritime shipyards. T.1467

Low rail rates probably the reason why there is very little water traffic between N.B. and N.S. ports and St. Lawrence ports. T.1498

Competition from U.K. ships not needed as protection against higher water freight charges as railway competition performs that function. (National Council of Shipyard Unions). T.1556

If U.K. ships allowed to continue in coasting trade water rates would still be governed by rail rates but shipping operators would be predominately British. T.1556

MARITIME PROVINCES: (cont'd)

Gasoline and oil companies have transferred many ships to foreign registry but no price reduction to consumers has resulted. T.1557

Irving Oil Company paid Canadian scale of wages while its ships operated in Great Lakes and St. Lawrence River but reduced wages to U.K. level when ships operated in Maritime waters. T.1557-58

Companies mainly engaged in transportation of natural resources in Maritime Provinces are not marginal, i.e. pulp and paper, gypsum and base metals industries. T.1558-60

Coal industry in Cape Breton could be improved by further mechanization. T.1560

Withdrawal of U.K. vessels would increase costs of primary producers only as far as freight rates of chartered ships are concerned. T.1561

U.K. chartered ships may hereafter be transferred to coastal trade of Asiatic countries, in which case freight rates offered to Canadian customers might change. T.1561

National Council of Shipyard Unions (CCL) proposes that U.K. ships engaged on regular schedules in Maritimes should be excluded from coasting trade because their rates are influenced by rail rates and doubtful whether any saving is given to Canadian people. T.1563

Water rates which follow rail rates in Maritimes may provide competition beneficial to shippers, but both types of rates may yield considerable profits to shipping and railway companies. T.1564

Freight subsidy advocated as device for overcoming any disadvantage caused by reservation of coasting trade to Canadian vessels. T.2819

Explanation of C.N.R. rates on sugar shipped from Maritimes to central Canada. T.4143-45

Nova Scotia opposes restriction of coasting trade to Canadian-flag ships. Ex.#182

Mr. Irving suggests that Atlantic coastal control be established with authority to deal with coastal and deep sea shipping in Eastern area. T.4900

Kent Lines Ltd. advocates construction of Chignecto canal T.4906

New Brunswick Government opposes any change in coasting laws which might increase transportation charges on goods moving between Maritimes and central Canada. Ex.#208, T.5058

MARITIME PROVINCES: (cont'd)
Construction of Canso Causeway has caused shipowners delay and expense, because ships have had to go around Cape North to Northumberland Straits. T.5290
Canso Causeway likely to cause ice jams in spring and delay entrance to Northumberland Straits. T.5292
Railway competition will always keep water carrier rates down. T.5889

MARITIME PROVINCES BOARD OF TRADE:
Affiliated with Maritimes Transportation Commission and represents 7,000 business men. T.1097
Endorses submission of Maritimes Transportation Commission. T.1097

MARITIMES TRANSPORTATION COMMISSION, MONCTON, N.B.: B-100
Identification. B-100, p.1
Resolution of Atlantic Provinces Shippers' Association June, 1955, opposing coasting trade restriction. B-100,p.1
Summary of arguments. B-100,pp.12-14
Claim equalization of class rates has resulted in increased rates between Ontario and Maritimes. T.169
Restriction of coasting trade of Nfld. to Canadian vessels would result in higher freight rates. T.620
Organization and aims. T.626-627
No objection to treating Great Lakes region coasting trade differently providing policy does not adversely affect Maritimes. T.654-655
Opposes any action which might result in higher transportation costs within Maritime Provinces or between them and other parts of Canada. T.1090-91
Corrections concerning distances between points in central Canada and Maritimes. (Statement No. 13 of brief) T.1134-36
Detailed explanation concerning statements Nos. 9 to 37 in brief. T.1132-40
Imperative that Atlantic Provinces have low-cost water transportation in order to market coal, gypsum, lumber, and agricultural products. T.5399
Restriction of coasting trade would jeopardize Maritime coal industry, benefit U.S. coal industry and increase cost of steel in Sydney. T.5403

MARITIMES TRANSPORTATION COMMISSION: (cont'd)
Opposes restriction of coasting trade to Canadian-registered vessels, but if restrictions adopted propose they should not extend beyond Eastern boundary defined in Section 2 (1) (c) of Transport Act. T.5405
Opposes proposal that all ships engaged in Canadian coasting trade be subject to Transport Act regulations. T.5410
Argument (presented by Mr. H.D. Smith). T.5397

MARKLAND SHIPPING CO. LTD., BROOKLYN, N.S.: B-131
Submission. Ex.#35, T.1349
Wholly owned subsidiary of Mersey Paper Company Limited, Brooklyn, N.S. Operates 4 ships registered in Liverpool, N.S., and primarily engaged in international trade. Ex.#35
Recommends: (1) no change in coasting trade legislation (2) strict enforcement of Section 54 of Customs Act, (3) revenue earned by foreign ships in Canadian waters should be taxed in Canada. Ex.#35

MAXWELL HARRIS COMPANY INC., NEW YORK, U.S.A.:
Charter party with P.E.I. Potato Distributors Inc. Ex.#36
Telegram to Maritimes Transportation Commission concerning freight rates for potatoes shipped from Maine to Florida. Ex.#37

MERSEY PAPER COMPANY LTD, BROOKLYN, N.S.:
Owns Markland Shipping Co. Ltd. Ex.#35, T.312, 1349

MIDLAND SHIPYARDS LIMITED and TOWN OF MIDLAND, ONT.: B-64
Unemployment. B-64,p.1
Usually employs about 600 people. T.4378
Well suited as ship repair yard because, with large elevator capacity in the area, a great many large bulk carriers tie up after their last run from the Lakehead. T.4390
Midland and Quebec shipyards are the only ones equipped to build large vessels from 625 to 670 feet in length. T.4391-92

MIDLAND SHIPYARDS LIMITED:(cont'd)
Has built 4 large bulk carriers since 1948. T.4457
Ship repairs have amounted to only 7% of total business since 1950. T.4458
Closed down between 1926-40 and now closed again. T.4463-64
Construction of one large ship per year sufficient to keep yard operating and give employment to 600-700 people. T.4470-71
Requires nucleus of 250 people to maintain shipyard. T.4478
Statement showing distribution of salaries and wages. Ex.#151

MILEAGES:
Between central Canadian ports and Atlantic ports. B-100,pp.38-39 T.1134-36
See also - Distances.

MILNE, GILMORE & GERMAN (naval architects) Ex.#255

MISENER, CAPT. R.S.:
See also - Colonial Steamship Co.
Evidence. T.387-424
President of Colonial Steamship Co. T.387
Investment and recent construction. T.387-388
Coal cargoes less profitable than iron ore and grain. Iron ore more profitable than grain in 1954 and 1955. T.391-392
Colonial Steamship Co. financed by private capital -95% Canadian, does not receive Government assistance. T.395
Will have to build additional ships to carry grain. T.401-403
How Canadian ships get cargoes of iron and pulp. Iron ore contracted for over long period; pulp, usually one year or more. T.406
Foreign interest trying to buy Misener fleet. T.410

MISSISSIPPI:
Why British ships are not brought to Great Lakes by this route. T.412-413

MONOPOLY:
Foreign ships could establish a more complete monopoly than any established by Canadian operators because their rates and services are not subject to Canadian control. T.4607

MONT SHIP LINES:
Presently using escrow funds to build a ship in Germany. T.1680

MONTREAL:
Inadequacy of port facilities in Montreal Harbour. T.17
See also - Ports.

MONTREAL: (cont'd)
St.Lawrence Municipal Bureau of Montreal set up to study effects of seaway on Montreal. T.3076
Decline of Canadian deep-sea fleet, elimination of Canadian flag ships from St.Lawrence and inland routes has depressed shipping and shipbuilding industries and caused unemployment for suppliers of goods and services in this area. T.3648-4

MONTREAL SHIPPING COMPANY LIMITED:
Charter party. Ex.#25

MONTREAL, ST.LAWRENCE MUNICIPAL BUREAU OF,
MONTREAL: B-84
Aims. B-84,p.1
Set up to study effects of seaway on Montreal. T.3076
Advocates surcharge to equate costs of U.K. and Canadian shipping in inland St.Lawrence system. Ex.#186

MONTREAL TRADES AND LABOUR COUNCIL,
MONTREAL: B-153
Represents 85,000 workers in Montreal and allied districts, many of whom are employed in shipping industry or in industries subsidiary to shipping. T.3648,3654
Suggests that on completion of seaway, non-Canadian competition will eliminate Canadian ships from Great Lakes. T.3650
Recommends: (1) subsidized Canadian deep-sea fleet, (2) restriction of coasting trade to Canadian-manned and Canadian-built ships, (3) restriction of trade on Great Lakes between U.S. and Canada to Canadian and U.S. vessels on an equitable basis. (4) Parliamentary Merchant Marine Committee to help maintain healthy shipping industry and Merchant Marine. T.3652-53
Represents Montreal and district; Quebec Council represents Quebec Province; Trades and Labour Congress represents whole of Canada. T.3654

MORTIER BAY PROPOSAL: B-72

MURRAY AGENCIES,
ST.JOHN'S NFLD.:
Local agent for Constantine Lines Ltd. T.802

MORTON ENGINEERING & DRY DOCK CO.LTD.
LEVIS, P.Q.:
Formerly a substantial shipyard at mouth of St.Charles River, Quebec; now closed. T.2884

MUIR BROS. DRY DOCK:
See - Port Weller Dry Docks Limited.

McARTHUR LOCK:
Foreign ships other than Canadian not allowed to use McArthur Lock at Sault Ste.Marie. Only smaller Canadian ships able to pass through Canadian lock. T.396
Restriction against non-U.S. and non-Canadian vessels passing through McArthur Lock,a wartime security measure which has not been rescinded. T.1853
80 feet wide. T.5032

McAVITY & SONS LTD., J.
SAINT JOHN, N.B.: B-32
Manufacturers of marine components. B-32

McDOUGALL, PROF. J.L.:
Evidence. T.358-378

MacKENZIE, HON. IAN A:
Statement on shipping and shipbuilding policy of Canadian government made in 1945. T.2495
Letter to shipyard workers of Vancouver - June 4, 1945, with regard to postwar shipbuilding in Canada. Full text in Ex.#3; Foreword, B-101
Quotation from this letter. B-36. p.1

McLEAN, PROF. S.J.:
Report on Railway Commissions. T.5613

MACMILLAN & BLOEDEL LIMITED, VANCOUVER: B-42
Loggers, lumber manufacturers, and ship operators. B-42
Any increase in transportation costs would have to be absorbed by company. T.2210-12
Lumber exported to U.K. is on c.i.f. basis via Panama Canal. T.2213
Annual Report - 1954. Ex.#54, T.2230
Charters Norwegian and other foreign ships for overseas business. T.2234
Operated regular intercoastal service in 30's with chartered U.K.-registered ships to move its own and other B.C. products. T.2206, 2238

MACMILLAN & BLOEDEL LIMITED: (cont'd)
Transportation costs constitute 25% of delivered value of lumber from B.C. to Montreal and 40% of c.i.f. value to England. T.2207-08
Estimated that local water transportation in B.C. would constitute about 3% of value of goods delivered in Montreal. T.2209
Opposes exclusion of U.K. from coastal trade as such a step would affect British ability to buy in Canada. T.2201
Operates tugs for moving scows and logs. T.2202
Engaged in lumber industry; owns and operates sawmills, plywood mills, shingle mills, pulp mills, a shipping company, and is presently constructing paper and newsprint mills. T.2202

N

NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA INC., VANCOUVER: B-3
Membership consists of 1,500 engineers serving on Canadian ships. T.2370
Work agreements cover Nfld., Maritime Provinces, Pacific Coast and Great Lakes. T.2370
Recommends that coastal shipping be restricted to Canadian ships and that trans-boundary trade be restricted to Canadian and U.S. ships. T.2370
Holds collective bargaining agreements with over 90% of ship operators. T.2372
Proposes that coastal shipping industry be maintained for following reasons: (1) defence grounds, (2) essential part of Canadian economy, (3) participation of U.K. vessels is a vestige of colonialism. T.2373-74
Canadian Maritime Commission estimated that Canada should have fifty ocean-going ships with ten officers per ship. T.2383
Ship's officers, including ship engineers and deck officers numbered around 3,000 for some years. T.2383
Would agree to construction subsidies enabling ship operators to operate competitively or to equalization of wages on all ships in Canadian coasting trade. T.2388-89

NATIONAL COUNCIL OF SHIPYARD UNIONS, (C.C.L.), HALIFAX: B-107
Summary of arguments. B-107,pp.11-12
Includes members of Shipyards General Federation of British Columbia, Maritime Marine Workers' Federation and local unions of the C.C.L. in Ontario. T.1553
Stresses desirability of legislation for integrated transportation policy. T.1555
Recommends restriction of coasting trade to Canadian ships and subsidization of ships for international trade. T.1578-79
Recommends that Canadian Maritime Commission provide marine insurance to Canadian coastal vessels which would result in saving to ship operators. T.1584
Recommends construction of several superliners to operate in international waters, and put Canadian yards in better competitive position. T.1585
Recommends that legislation concerning importation of obsolete American vessels should be tightened. T.1588

NATIONAL COUNCIL OF SHIPYARD UNIONS, (C.C.L.): (cont'd)
Does not represent seamen in coastal or deep-sea fishing industry. T.1590
Recommends differential charges in St.Lawrence Seaway against foreign vessels. T.1598

NATIONAL HARBOURS BOARD:
Administration of ports, and particularly port of Three Rivers. B-110,pp.2-3,8
N.H.B. traffic officer states that many foreign-owned firms avoid using Canadian ports. B-101, pp.33-34
Memorandum from City of Cap de la Madeleine concerning port facilities - May 30,1955. Ex.#76
See also - Ports.

NATIONAL INTEREST:
Canadian Congress of Labour urges that transportation should be under control of Canadian citizens. T.91-93

NAVAL ARCHITECTS:
Milne, Gilmore & German. Ex.#255

NAVY, CANADIAN:
Naval program and shipbuilding industry. B-32,p.1; B-103,p.8; B-111,pp.4-5, App.-Table V
Naval program not sufficient to keep Canadian shipyards going. B-75,p.4
Naval construction by Davie Shipbuilding Ltd. B-79,p.7; App.- Table II
Naval program coming to an end. B-81,p.3; B-82,p.20
Number of ships. B-89,p.16
Naval program and impact on industries producing component parts. B-99,pp.12-13
Naval work in B.C. yards. B-103,p.9
Repair and conversion of naval ships,1953. B-111,p.4, App.-TableVI
Orders for naval vessels as of March, 1954. B-111,p.5,App.-Table V
C.C.C.L. suggests government should have started naval program immediately after World War II, a measure which would have helped the shipbuilding industry. IDT, T.5-6
Naval program alone will not maintain Canadian shipyards at size required. T.1712
"Jane's Fighting Ships, 1955 and 1956" gives up-to-date picture of Canadian Navy and describes every Canadian warship. T.5080-81

NATO:
See North Atlantic Treaty Organization.

NETHERLANDS:
Maritime protective policy. B-101, pp.64-65,75
Letter from Royal Netherlands Shipowners Association, January 24, 1956, outlining government assistance to shipping industry over past 20 years. Ex.#245
Netherlands shipping industry not favoured in any way over other industries. Ex.#245

NEW BRUNSWICK:
West Point Ferries Limited, proposals. B-29, pp.1-8
Bathurst Mining Corporation. B-40
Cargoes loaded and unloaded by ports and commodities. B-100, pp.40-56
Rail rates on potatoes from P.E.I. and New Brunswick to Quebec and Ontario, 1948-1955. Ex.#38, T.1393
Lumber production in New Brunswick totals 300 m. board feet, of which 175 m. feet valued at $12 m. are shipped outside the province. T.1437
Cost of shipping rough lumber to Toronto is $18 per M. board feet, and $15 per M. to Montreal. T.1438
Lumber is moved to Central Canada mainly by rail and truck. T.1440
Seaway construction may lower cost of moving lumber from Maritimes to Central Canada. T.1441,1453
219,418 tons cargo loaded and carried by coastal trade and 573,848 tons unloaded at N.B. ports in 1953. T.1444
Carload freight moves by rail from Montreal to Saint John in 3 days, compared with 5½ days by water. T.1446
Rail rates, quicker railway service, and regular trucking services between N.B. and Central Canada affect coastal services. T.1447
No regular water carrier service between N.B. and other provinces. T.1448
Scheduled water services between different localities in N.B. and N.S. ports. T.1448
No scheduled water services between northern ports of N.B. and Great Lakes and between Saint John and Nfld. T.1448-49
Because of water and truck competition, rail freight rates on bulk commodities are competitive rates. T.1451
Participation of U.K. ships in coastal trade on completion of seaway should lower transportation costs for lumber and other N.B. products. T.1453-54

NEW BRUNSWICK: (cont'd)
Intercoastal trade: one U.K.-registered ship plies between N.B. and B.C. T.1460
In coastal trade between N.B. and Quebec U.K. ships show one arrival and two departures in 1953. T.1460
Possibility of U.K. participation in coasting trade of N.B. and N.S. tends to keep rate lower. T.1461
Saint John Drydock Company states that Province of New Brunswick (contrary to statement of Maritimes Transportation Commission) is taking neutral stand in matter of coasting trade. T.1471
Low freight rates charged by railways for traffic from N.B. and N.S. account for existence of very little water traffic between N.B. and St. Lawrence ports. T.1488
Employment in Saint John area shipyards was 559 in 1940, 1,500 in 1943, 408 in 1950 and 1,083 in 1955. T.1524
To help market local products the Maritime Marine Workers' Federation requests improved shipping services to following N.B. islands: Deer Island, Grand Manan and Campobello. T.1547

NEW BRUNSWICK, GOVERNMENT OF:
Letter from Hon. Hugh John Fleming, Prime Minister of New Brunswick stating position of province in connection with coasting trade and opposing any change which might increase transportation charges on goods moving between Maritimes and central Canada. Ex.#208, T.5058
See also - New Brunswick.

NEWFOUNDLAND:
Government of Newfoundland brief. B-56
Rail rates. B-56, p.3
History of Nfld. B-56,pp.5-7
Constitutional development. B-56, p.8
Geographical position and size. B-56, pp.9-10, B-76,p.
Distances between St.John's and other points in Canada. B-56, p.11
Economy, general description. B-56, pp.14-15
Pulp and paper industry. B-56, p.16
Mining industry. B-56, pp.16-17
Agriculture. B-56, pp.17-18
Fisheries. B-56, p.15
Transportation facilities. B-56, pp.19-27; T.518
Railways. B-56, pp.19-22
Coastwise transportation. B-56, pp.22-23; B-76, pp.4-8; B-76, App.A, pp.26-37

NEWFOUNDLAND: (cont'd)
Roads. B-56,pp.23-24
Shipping facilities to Nfld. B-56,pp.23-24
Freight rates, their impact upon Nfld. economy. B-56,pp.31-33
Terms of Union, concerning freight rate structure. B-56,p.32, T.512
Cement production and export. B-11,p.1
Furness Warren Line and Red Cross Line shipping services.B-13,pp.1-2
Bowater Steamship Company, Ltd. shipping services. B-14,p.1
Pulp and paper exports. B-17, p.1
Bathurst Mining Corporation Ltd. B-40
Newfoundland Fluorspar Ltd. B-48
Importance of British shipping. B-56,p.2; B-56,p.3
Combination Conference Agreement. B-56,p.2
Effects of possible withdrawal of U.K. ships on fisheries, pulp and paper industry, hardboard products, sundry industries, and on importers, manufacturers and wholesalers. B-56, pp.34-41
Statement of rates, rail and water, from some Central Canadian points to St. John's and Corner Brook. B-56,App.Statements 1-8; B-100,App.pp.15-31
Registry, weight and tonnage carried by regular steamship lines between Nfld. and mainland. B-56, App. Ex. II
Commodities loaded at Nfld. ports, 1953. B-56,App.Ex.II; B-100,pp.40-56
Commodities unloaded at Nfld. ports, 1953. B-56,Ex.III; B-100,pp.40-56
Constantine Lines Ltd. B-66, pp.1-2
Freight transported to Nfld. B-56, pp.29-30
Nfld.-Great Lakes Steamships Ltd. B-70,pp.1-2
Problem of small wooden vessels. B-72
Exports from and imports to Nfld. B-76, pp.4-5
Tonnage, number, average age of small vessels. B-76, pp.5-8
Ship Building Bounty Act. B-76,p.7
Permit certificates under Canada Shipping Act. B-76,p.9
Aids to navigation. B-76,pp.11-15
Radio aids available and required. B-76, pp.16-19
Marine installations available and required. B-76, p.20
Servicing and repairing of ships in Nfld. and Labrador. B-76, pp.21-24
Dundee, Perth and London Shipping Company. B-97,p.1
Value of water-borne trade from U.S. ports. B-99,p.2

NEWFOUNDLAND: (cont'd)
Railway services described as inadequate. B-100,p.4
CCL views on special problems of Nfld. T.96-102
Confederation with Canada had effect of restricting purchasing to mainland of Canada. T.512
Agreement between the C.N.R. and C.P.R. and various water carriers deprived Nfld. of its right to water competitive freight rates. T.513
Horizontal increases in all-rail rates to Nfld.since Confederation have resulted in increased water rates. T.513
Use of U.K.-registered vessels has been instrumental in reducing transportation costs to Nfld. by the institution of a water competitive rate in 1953. T.513
Any increase in cost of shipping will decrease Nfld.'s income and reduce purchases from mainland. T.515
Delivery of goods by water from Toronto and Montreal to St. John's takes about 10 days, by rail 2 to 4 weeks. T.519-520
Transport by railway involves considerable handling of goods. T.520
Services of Nfld.-Great Lakes Steamships Ltd. & Constantine Lines Ltd. considered vital. T.523
During fiscal year 1938-39 36% of Nfld.'s imports came from Canada, 32% from U.S., 29% from U.K. and 8% from other countries. At present 90% of imports are from Canada. T.525
C.N.R. carried 65,700 tons of cargo through North Sydney and Port aux Basques in 1948 and 123,698 tons in 1954. Railway facilities are inadequate to handle increasing business. T.527-28
North Sydney bottleneck. T.528-29
Necessary to stockpile goods before close of navigation. T.527,530
Operation of various freight rates to Nfld. T.532-536, 541-544
Cost of living in Nfld. said to be 9% higher than in any other province. T.536-39
Increase in cost of living since Confederation not due to fact that 90% of imports are purchased now from Canadian mainland because prices have increased from U.K. and other sources as well. T.541
"Conference Lines", which exclude Nfld-Great Lakes Steamship Ltd. & Constantine Lines Ltd., described as a combine on rates following pattern of rail rates. T.546
Nfld. requests maintenance of status quo, but would prefer to have ships of all nationalities participate in coasting trade. T.553-555

NEWFOUNDLAND: (cont'd)

Water competitive freight rates result from presence of U.K. ships in coasting trade. T.556

Subsidy to shipowners and shipbuilders to maintain freight rates at present level might be acceptable to business men but perhaps not to taxpayers. T.559

Great Lakes region might be considered as separate problem. T.562

Goods shipped by water from Halifax to St. John's take approximately 2 days, by railway 2 to 3 weeks. T.563

Tonnage carried by Nfld.'s "wooden fleet" between Maritimes and Nfld. T.563,565

It is hoped that on completion of seaway, ships running from Great Lakes to Nfld. will carry return cargoes of cement, gypsum, etc., which would help to reduce freight rates. T.568

Canadian ship operators with war-asset or U.K.-built ships operate them at less than true costs, and when these ships are replaced by new ones freight rates will increase. T.566

Cost of landing freight at wholesale level in Nfld. is about 7% higher than on mainland, and wholesalers' profits are relatively lower. T.569-70

Retail markups lower than on mainland. T.570

Stockpiling goods at certain seasons requires higher inventories. T.571

Importing merchandise by water rather than by rail preferred because of time factor, freight rates, etc. T.572

Congestion on C.N.R. line, particularly during closed navigation season, causes considerable breakage and loss damage. T.574

Goods purchased in U.K. can be laid down in St. John's cheaper than similar goods bought in Canada. T.575

Before Confederation Nfld. was free to use ships of any nation. T.579

No company owning Canadian-registered ships has offered services between Great Lakes and Nfld. except Newfoundland-Great Lakes Steamships Ltd. and Constantine Lines Ltd. T.580

Associated Newfoundland Lines, operating until spring of 1954, published a common tariff applicable from Halifax and Montreal to St. John's and Corner Brook. T.585,869

NEWFOUNDLAND: (cont'd)

Lake Freight Association publishes rates from Great Lakes to Corner Brook and St. John's. T.586

Clarke Steamships, Newfoundland-Canada, Furness Withy, and other members of "Conference Lines" now publish separate tariffs, and none of them operate west of Montreal. T.586,627

Class rates from Ontario to Nfld. have increased by nearly 40% since 1949. T.587

Equalized basis of class rates established March 1, 1955. T.588

Water competition has reduced the increase in freight rates from 67% (in winter) to 37% (in summer). T.589

Detailed explanation of exhibits submitted by Maritimes Transportation Commission concerning various changes in freight rates to Nfld. Ex.#16-18, T.586-609

According to Maritimes Transportation Commission equalization of class rates has increased rates between Ontario and Maritimes. T.609

Class water competitive rates and rail-water competitive rates from Central Canada to St. John's and Corner Brook first implemented in 1954. T.609

Agreement between C.N.R. and Furness, Withy & Company in 1949 concerning traffic between Montreal and Halifax and Nfld. Ex.#19, T.610

In absence of water competition, competitive rates are withdrawn by railways. T.614-15

According to Maritimes Transportation Commission, restriction of coasting trade of Nfld. to Canadian vessels would result in higher freight rates. T.620

Water rates from Toronto and Montreal to Nfld. charged by Lake Freight Association are same as those of U.K. ships. T.621, 648, 735

"Conference Lines" result in stabilization of rates but difficult to judge whether rates are higher or lower. T.629, 631

Figure given in B-56, p.32 for percentage increase in rail rates from Upper Canadian points to Nfld. since 1949, is inaccurate. T.637

Maritimes Freight Rates Act extended to Nfld. under Terms of Union. T.643

Section 334 of Railway Act provides that C.N.R. rates to Nfld. should not be lower than necessary to meet competition of water carriers and must be compensatory. T.644

Maritimes Transportation Commission not opposed to treating Great Lakes region differently provided policy would not adversely affect Maritime Provinces. T.654, 655

NEWFOUNDLAND: (cont'd)

Only agreement between Nfld. Government and C.N.R. in respect to transportation is under Section 32 of Terms of Union. T.661

If Nfld. served only by U.K. ships a dock strike in Britain would jeopardize inbound traffic. T.664

Market for salted cod diminishing. T.669

High transportation costs may be one factor responsible for decrease in exports from Nfld. T.669

Cost of transportation described as primary factor responsible for higher cost of living in Nfld. T.670

Total cement producing capacity is 65,000 tons, 10% of which is absorbed by Nfld. T.672

Canadian ships used by Atlantic Gypsum Ltd. charged 25% to 30% more than U.K. ships. T.675

Ships of U.K. registry have cheaper capital investment and pay lower salaries and wages. T.693

U.K. ships can give better rates than Canadian ships because their expenses are lower. T.696

List of Nfld's main industries, members of Nfld. Branch of Canadian Manufacturers' Association and Annual Report 1954. Ex.#21, T.720

Nfld. manufacturers consider their competitive position affected by: high cost transportation, high cost of living, high wages, and necessity of maintaining large inventories. T.721-22

Rail transportation during winter involves 5 handlings with consequent delays and damage. T.723

Means of transport used by Nfld. manufacturers in importing goods. Ex.#22, T.723

Furness, Withy & Company services essential to Nfld. manufacturers. T.724

Railway shipments, delays during winter season. T.725-726

C.N.R. rolling stock for passengers and freight alleged to be inadequate. T.727,29

C.N.R. coastal shipping service described as inadequate. T.729-30

If coasting trade were restricted to Canadian vessels, rates would increase and all-rail rate would probably prevail all year around. T.731

Expect increase in volume of shipping to and from Nfld. on completion of seaway and, if competition remains unrestricted, rates should fall. T.732-33

NEWFOUNDLAND: (cont'd)

Manufacturing costs are 10% higher than in Ontario and difference is attributed to freight costs. T.736

Since Confederation in 1949 production methods have been modernized. T.736

Nfld. recognizes desirability of maintaining Canadian merchant marine and shipbuilding industry, and suggests subsidy assistance. T.738

Railways, in order to meet deficits, increase class rates horizontally and this has resulted in a 64% increase in rail rates in Nfld. since 1949. T.738-39,751

Problem of protecting shipping and shipbuilding industries through tariffs should be investigated. T.741

Coastal operations of railway (C.N.R.) subsidized to extent of $2 m. per year. T.741

Nfld. would not oppose payment of moderate subsidy to shipbuilding industry. T.743

"William Carson" will not clear bottleneck between North Sydney and Port-aux-Basques. T.744

If U.K. ships obtained monopoly in coasting trade they would still be welcome for they would cut railway rate. T.754

Cod fishing employed 13,216 people in 1953, 11,000 of whom were engaged in producing salt fish. Ex.#23,T.759

Salt fish industry meeting considerable competition in world markets. T.762

Shipments of 1953 production salt codfish to and through Canadian ports to New York by NAFEL. Ex.#24, T.764

Salt fish trans-shipped through Halifax to New York by Furness, Withy & Company. T.765

Furness, Withy & Company services essential to salt fish industry.T.766

If Furness, Withy & Company services withdrawn, freight rates on salt fish cargoes from St. John's to Halifax would probably increase. T.770

Average export of fish from Nfld. amounts to over $30 m. T.778

Total production of fresh fish was 51 m. pounds in 1954. T.793

Montreal Shipping Co. Ltd. Charter Party. Ex.#25, T.832

C.N.R. Charter Party. Ex.#26, T.832

A. Willard Ivers Inc., Charter Party. Ex.#27, T.833

Americanized Welsh Coal Charter Party. Ex.#28, T.833

Technically there has never been a "Conference Line". T.868

Although "Conference Lines" do not issue common tariffs, freight rates charged by Furness, Withy & Company between Halifax and St. John's are same as those charged by Newfoundland-Canada Ltd. T.883

NEWFOUNDLAND: (cont'd)

Rail-water rate between Halifax and St. John's is same as all-rail rate. T.898

In spite of seaway and improvements in Canadian ships U.K. vessels will still have cost advantage. T.917

Nfld. is interested in frequency of service and larger ships not necessarily the answer. (Mr. Tregenza) T.919

What would happen to Nfld. in case of war if British Government withdrew U.K.-registered ships? T.935-40

Newfoundland-Great Lakes Steamships Ltd. rates from Toronto to Nfld. were lowest on that run until 1954 when Clarke Steamship Ltd. and the railways created lower rates. No similar reduction in rates from Montreal. T.940-43, 5934

Restrictions on Canadian coasting trade would result in increased freight rates which would particularly hurt Nfld. T.947

Bounties on vessels of 20 to 150 tons built in Nfld. T.961

About 250 thousand people out of a population of 380 thousand are living along the coast. T.976

Because of inadequate roads and railways, coastal shipping is of special importance. T.977

Nfld. imported about 988,000 tons of cargo from other provinces during 1953. T.978

340,000 tons of cargo distributed by coasting shipping around Nfld. T.978

C.N.R. carried 41,000 tons of cargo in Nfld. coastal trade in 1953-54. T.980

Coastal fleet carries all fishery salt and fish in bulk. (C.N.R. marine service handles no bulk cargo.) T.981

Nfld. coastal ships carried about 87,000 tons of coal from Sydney in 1954. T.983

Nfld. coastal ships carry about 15,000 tons of flour yearly from mainland. T.985

Nfld. coastal fleet consists of 214 vessels (21,472 gross tons). T.985

Impractical to extend Transport Act to small coastal ships which are mainly family-owned and operated, and which perform a variety of services. T.989-90

Operation of small vessels not economical. T.990

NEWFOUNDLAND: (cont'd)

CCL recommends that wages paid by independent coastal vessel operators be raised to C.N.R. marine service level. Newfoundland Committee on Coastal Trade opposes this on grounds that C.N.R. is not in competition with coastal vessels. T.997-99, 5965

80% of 214 coastal vessels are family-owned. T.1001

Trade unions do not allow owners of small ships to load or unload their own vessels, which increases costs. T.1004-05

If minimum wage level introduced, coasting trade would collapse unless freight rates increased. T.1006

Coasting vessels decreasing in number on account of age. T.1007

Small ship operation a marginal business. T.1009

Freight rates charged by small coasters are not fixed and there is no general freight rate tariff. T.1012

Extension of Transport Act requiring filing of tariffs would make it difficult for owners of small boats. T.1012, 5947-48

90% of 214 coastal vessels constructed in Nfld. T.1015

Terms of Union between Nfld. and Canada require C.N.R. to provide passenger and freight services similar to those existing at time of Confederation. T.1017

Coal loading facilities at North Sydney said to be inadequate. T.1020

Most Nfld. coastal vessels come under Class 2 of Canada Shipping Act, hence majority cannot trade into Hudson Bay unless they carry life saving equipment to Class V specifications. T.1023

Prior to Confederation all Nfld. vessels traded freely into Hudson Straits. T.1025

Distance between St. John's and west coast of Hudson Bay via Cape Chidley is 2,000 miles. T.1035

Cost of handling cargo on Nfld. waterfront higher than on mainland waterfronts, because of restrictions imposed by trade unions. T.1036

Since present coastal schooners operate on margin and no replacements are in prospect, there is danger of a shortage of ships. T.1040-41

Small ships are repaired at St. Pierre and Miquelon. T.1041, 5988-89

Not profitable to construct slipways for repairing ships. T.1042

During period 1950-54, 69 vessels (18,000 tons) removed from registry, 20 vessels (5,000 tons) entered in registry. T.1044

9 vessels out of the 20 were built in Nfld. T.1044, 5968

NEWFOUNDLAND: (cont'd)

Construction cost of small wooden ship in Nfld. ranges from $800 to $1,000 per ton. T.1045

No operating subsidy paid to vessels engaged in Nfld. coasting trade. T.1045

Government of Newfoundland pays construction bounties. T.1046

Construction subsidy rates have not been increased since 1938. T.1047

To build a ship over 90 tons, material must be imported, which accounts for high cost of construction and small number of ships built. T.1049-50

Of 338,000 tons of cargo carried by coastal ships in 1954, 36% carried by ships from 10 to 90 tons in size, 12% by vessels from 90 to 120 tons, and 52% by vessels of 120 tons or more. T.1052

Docking facilities necessary for coastal freight vessels and fishing fleet have been allowed to deteriorate. T.1053-55

Repair of ships outside Nfld. involves considerable delay. T.1055

Approximately 70% of ships engaged in Nfld. coastal trade were constructed in that province. T.1058

Small cradle suitable for repairing ships up to 70 tons would cost $5,000, and a marine railway would cost over $100,000. T.1062

Ships of 100 to 150 tons require a six man crew. T.1065

Wage scales of a vessel employing 6 people not comparable with those of a vessel employing 30 to 40 people. T.1066

Ratio between time occupied by coastal vessels in loading, unloading and waiting in ports, to time actually involved in carriage is 3 to 1. T.1068

The reason why small vessels operate at margin is competition presented by C.N.R. and fact that freight rates are fixed for the year and are based on lean time of navigation season. T.1068-69,5975

Rates charged are more or less stabilized but there is no formal tariff. T.1070

Doubtful if freight charges could be increased in view of high cost of living in Nfld. T.1070-72

Coastal vessels essential in fishing industry. T.1071

DOSCO denies alleged complaint that schooners carrying coal from North Sydney to Nfld. are sometimes delayed for 3 weeks in port, and states that average time in port is about 2 days. T.1120

DOSCO denies that coal-loading facilities at North Sydney are inadequate and cause excessive breakage of coal. T.1124-26

NEWFOUNDLAND: (cont'd)

U.K. ships operating from Toronto to Nfld. had differential water-rates as compared with Canadian ships, but since May, 1955, rates have been equalized. T.1156-57

Exclusion of U.K. ships from Canadian coasting trade, particularly between Nfld. and eastern mainland, would seriously affect private companies operating in Atlantic region because: (1) trade between mainland and Nfld. is seasonal and it is convenient to charter U.K. ships; (2) traffic between mainland and Nfld. is mainly from west to east and che transportation is vitally important. T.1244-46

Since Confederation, 1949, governing factor with regard to rates has been rate charged by C.N.R. T.1255

In winter when C.N.R. increases rate shipping companies do likewise. T.1256

C.N.R. rates on freight to Nfld., approved by Board of Transport Commissioners are considered by shipping companies to be too low. T.1257-58

If coasting trade were restricted to Canadian-built ships rates would increase, and shipping companies which have to compete with C.N.R. all-rail rate would be forced out of business. T.1263

Before 1949 shipping companies operating to Nfld. had regular tariffs, but after Confederation C.N.R. projected mainland rail traffic to Nfld and quoted all-rail rates and shipping companies set up competitive rat below all-rail rates. T.3451

To handle increased traffic from mainland to Nfld. after Confederatic shipping companies negotiated throug rates with (1) C.P.R.- because it had no other entry to Nfld. traffic, (2) C.N.R.- because existing rail facilities insufficient to handle traffic. T.3453

Through rates established on Nfld. shipping services benefited shippers and consignees. T.3454-55

Series of schedules and graphs prepared by Clarke Steamship Co. Ltd. showing changes in freight rates and amount of cargo shipped by water carrier to St.John's, and effects on retail prices. Ex.#80,81,83,85,8 T.3457,3459, 3467, 3470,3497, 3507

Package freight rates on U.K. ship operating on Montreal-St.John's run are 8% lower than on similar Canadia ship, but have little effect on retail prices in St.John's. T.3499-3500

Ships are important on Nfld. run because they are faster, and carry heavier and bulkier commodities than railways. T.3534, 5933

NEWFOUNDLAND: (cont'd)

If coastal trade restricted to Canadian-registered vessels Clarke Steamship Co. Ltd. recommends uniform application throughout Canada with special consideration for Furness, Withy Line serving Nfld. T.3538-40

Railway water competitive rates on traffic to Nfld. established in 1954: (1) to stabilize erratic water carrier rates, (2) to meet water competition. T.3555-57

C.N.R. statement comparing rates effective March 31, 1949 from central Canada to Nfld. with rates effective April 1, 1949 and October 1,1955. Ex.#130, 135, 136, T.4124-27, 4129-38, 4140-43, 4187-90

Map of Nfld. showing harbours from which Branch Lines Ltd. transport pulpwood to Corner Brook. Ex.#147, T.4285

Navigating season around Nfld. extends from end of April to end of November. T.4288-89, 4291

If freight rates forced up too high Nfld. might import more from U.K. and U.S. and Hamilton manufacturers would lose a market. T.4524

If coasting trade restricted, Canadian Shipping and Marine Engineering News would not oppose limited exemption for Nfld. T.4614-15

U.K. ships carry package freight (whisky and canned goods) from Windsor to Nfld. T.4847A

Progress of Nfld. compared with the rest of Canada 1949-54. Ex.#166, T.4929, 5796

Argument (presented on behalf of Nfld. Government by Hon. P.J. Lewis). T.5334

Copy of brief presented by Government of Newfoundland to "Royal Commission on Canada's Economic Prospects". Ex.#215, T.5062,5800-02

Water transportation between Nfld. and mainland is natural medium and should not be restricted. T.5337

Bought and sold in world markets prior to Confederation, but now buys 90% of supplies in Canada and sells in world markets. T.5338

Purchases made in Canada totalled $150 m. to $200 m. in 1955. T.5338

Total tonnage shipped from mainland to Nfld. totalled 1 m. tons in 1955. T.5338

U.K. ships in Canadian coastal trade have vital competitive effect. T.5339

Has no quarrel with railways in relation to rate structures in Nfld. T.5340

Has not obtained full benefit of water transportation since Confederation because of "Conference Agreement" between certain water carriers and railways. T.5340-41

If U.K. ships excluded from coastal trade, Nfld. traffic would move by water on rail rates. T.5344

NEWFOUNDLAND: (cont'd)

Nfld.'s products cannot be marketed in central Canada and U.S.A. unless cheap water transportation available. T.5346

Newfoundland-Great Lakes Steamship Company has acquired a ship specifically designed and fitted for moving fresh fish from Nfld. to Great Lakes ports. T.5345

Freedom of navigation within St. Lawrence River and Great Lakes vital to Nfld. T.5348

Extension of Transport Act to Nfld. shipping would be disastrous. T.5348-66

Entitled to special treatment. T.5367

If U.K. excluded from Canadian coasting trade Furness Withy's regular service will probably by-pass St. John's and Halifax. T.5369, 5394

Statement listing Nfld. and Nova Scotian harbours, respective distances from Corner Brook, and amount of pulpwood moved per harbour to Corner Brook between 1949-1954. Ex.#148

Regularity of rates to Nfld. are result of competition amongst steamship companies and the railway.T.5512

Benefited from Confederation although some individuals have suffered financially. T.5722

Marine Industries Ltd. predicts that, if coasting rights in Nfld. are reserved for Canadian-built vessels, shipbuilding and operating industries will immediately arise in that province. T.5889

No vessels of Canadian-registry have endeavoured to establish regular service between Great Lakes and Nfld. since Confederation. T.5933

Restriction of coasting trade would result in higher freight rates with adverse effects on industries in Nfld. and Maritime Provinces. T.5938

About 1300 small settlements scattered along coast of Nfld. T.5943

Because of lack of roads, sea provides main means of transportation. T.5943

Local coastal fleet plays vital part in distribution of goods and in furthering exports. T.5944

Existing local coastal fleet, with an averate age of 18 years, is not being replaced because of high costs. T.5968

Even if road building in Nfld. progresses, coastal fleet will still be important. T.5973-74

Statistics on waterborne trade in Nfld. ports (a) tonnage loaded and unloaded in coasting and foreign trade 1950-54, (b) percentage of Canadian waterborne trade in 1954. Ex.#216

Memorandum of Agreement between The Longshoremen's Protective Union and the Newfoundland Employers' Association Ltd. - 1954. Ex.#237

C.N.R. Timetable 85 showing marine services and ports of call in Nfld. effective June 12, 1955.Ex.#238,T.5977

NEWFOUNDLAND: (cont'd)
Concessions have been granted by Department of National Revenue, Customs Division, with respect to duties on repairs made at St. Pierre. T.5988-89
Lacks facilities for proper maintenance and repair of small vessels from 10 to 400 tons. Ex.#236, p.1, T.5968
Coasting fleet of 214 vessels (21,472 gross tons) carried 338,887 tons cargo in 1954. Ex.#236,p.2
If Canada Steamship Inspection mandatory, then marine slipways should be provided for inspection and repairs. Ex.#236, p.4
Recommends amendment of Federal Dry Docks Subsidies Act to provide for fourth class docks. Ex.#236,p.12

NEWFOUNDLAND ASSOCIATED FISH EXPORTERS LTD. (NAFEL),
ST. JOHN'S, NFLD:
Shipments of salt codfish. B-56,pp.34-35
Has operated since 1947 as co-operative marketing scheme. Has exclusive export license from federal government to sell salt fish to all markets outside Canada and U.S.A. T.757-58
Marketing Administration Committee, predecessor of NAFEL, operated during World War II. T.759
Exports of salt fish in 1953 valued at $6.5 m. T.760
European markets, importance to salt fish industry. T.774
Freight rates on salt fish shipments from St. John's to Halifax charged by Furness, Withy & Company and Newfoundland-Canada Steamships Ltd. are the same. T.780
Exports of salt fish to Caribbean area amount to $6.8 m. T.781
Shipments of salt codfish to and through Canadian ports and New York - 1953. Ex.#24

NEWFOUNDLAND BOARD OF TRADE:
Costs of transportation. B-56, pp.33, 40
Supports views of Government of Newfoundland. T.853
Exclusion of U.K. ships would result in higher freight rates. T.855

NEWFOUNDLAND-CANADA STEAMSHIPS LTD., HALIFAX: B-132
Services between Halifax and Nfld. B-56, p.27
Engaged in shipping salt fish from Nfld. to Halifax. T.766-78

NEWFOUNDLAND-CANADA STEAMSHIPS LTD: (cont'd)
Submission. B-132, Ex.#33, T.1244
95% Canadian owned. T.1244
Wholly owned subsidiary is Chebucto Steamships Ltd. which operates 2 Canadian-registered motor ships. T.1244
Has operated for last 30 years. T.1249
Exclusion of U.K. ships from Canadian coasting trade, particularly between Nfld. and eastern mainland, would seriously affect private companies operating in Atlantic region because: (1) trade between mainland and Nfld. is seasonal and it is convenient to charter U.K. ships; (2) traffic between Canada and Nfld. is mainly from west to east and cheap transportation is vitally important. T.1244-46
Opposes restriction of coasting trade to Canadian-built ships on grounds that shipping services would be discontinued. T.1246
Suggests that Government should encourage operation of Canadian-registered ships by subsidy assistance. T.1247
Government cargo should be carried on Canadian ships. T.1247
Canadian railways should assist Canadian shipping. T.1247
Opposes exclusion of U.K. ships from coasting trade. T.1248
Occasionally charters suitable Canadian ships which are becoming increasingly scarce. T.1251
Does not carry bulk cargo. T.1252
Ships are fully loaded east-bound and traffic is heavy during winter. T.1252-53
Has agreement with C.N.R. concerning cargo carriage during winter months from Montreal to Nfld. via Halifax with rates based on combined rail and water rate. T.1256-57
45% to 50% of gross revenue is required to meet loading and discharging costs. T.1260
Has no objections to subsidization of Canadian shipbuilding provided that no limitations are placed on operators concerning further deals with such subsidized ships. T.1267
Wishes to reserve right to charter U.K. ships. T.1270
Opposes any different treatment of Great Lakes region. T.1270
Merely a sub-contractor to C.N.R. as far as carriage of freight from Halifax to Nfld. is concerned. T.1272
Completely free to change rates from Halifax to Nfld. T.1275

NEWFOUNDLAND BRANCH OF THE CANADIAN MANUFACTURERS' ASSOCIATION, ST. JOHN'S, NFLD:
List of members and Annual Report 1955 (gives background of Confederation and its effect on industry and transportation. Ex.#21

NEWFOUNDLAND COAL COMPANY:
Prior to Confederation, imported bituminous coal from U.K., gas and coking coal from U.S., and used mainly prewar British ships. T.829
Now imports coal exclusively from DOSCO at Sydney, N.S., and uses mainly British ships. T.830
Canadian ships more expensive to use than U.K. ships because Canadian charter party more costly to coal shipper. T.832
Montreal Shipping Company Ltd., charter party. Ex.#25, T.832
C.N.R. charter party. Ex.#26, T.832
Americanized Welsh Coal charter party. Ex.#28, T.833
"Igro" charter party. Ex.#27, T.833
Withdrawal of U.K. ships would result in higher coal freight rates (present rate is $3. per ton from Sydney to St. John's). T.835

NEWFOUNDLAND COASTAL SHIPPING, COMMITTEE ON, ST. JOHN'S, NFLD: B-76,162
Terms of reference and composition. B-76,pp.1-2
Scope of brief. B-75, p.3
Does not represent owners of coastal shipping, and is concerned with distribution of commodities to 1300 scattered settlements along coast of Nfld. and Labrador. T.958
Requests for navigation aids and improved docking facilities should be directed to Dept. of Transport with recommendation from Royal Commission that they be given appropriate consideration. T.960
"Class 2 Permits" on page 10 of B-76 should read "Class 2 Limits". T.961
Supplementary brief. Ex.#30, B-162, T.975
Opposes recommendations by railways that Transport Act be extended to cover all vessels engaged in Canadian coastal trade of 100 tons and over. T.987-89, 5945-50

NEWFOUNDLAND COASTAL SHIPPING, COMMITTEE ON, ST. JOHN'S, NFLD.: (cont'd)
Recommends that Canada Steamship Inspection Service allow Class 2 vessels to go north of Cape Chidley with present life saving apparatus or that geographical limits be changed from Cape Chidley to 65th parallel, which would allow Nfld. ships to participate in northern waters. T.1026-27
Extension of Transport Act to small ships would deprive them of operating flexibility. T.1031
Dories have advantage over lifeboats in that they can be used to carry goods from ship to shore in places where there are no wharves. T.1033
Operating costs of small ships owned by companies are higher than for those owned by individuals. T.1034
Vessels leaving Canadian ports to go into Hudson Bay for Hudson Bay Company formerly had to conform with Canada Shipping Act or obtain a permit. T.1035
Supplementary brief: (1) opposes extension of Transport Act to Nfld., (2) stresses need for buoy boat for Nfld. area, (3) claims differences in wages paid by C.N.R. and coastal vessels not unreasonable considering types of service provided, (4) comparison of wages paid by C.N.R. Marine Service and other ship operators. Ex.#30
Opposes CCL recommendation for minimum wage legislation in Nfld. coasting trade. T.5965
Nfld. lacks facilities for proper maintenance and repair of small vessels from 10 to 400 tons. Ex.#236, p.1
Nfld. coasting fleet of 214 vessels (21,472 gross tons) carried 338,887 tons cargo in 1954. Ex.#236, p.2
If Canada Steamship Inspection mandatory then marine slipways should be provided for inspection and repairs. Ex.#236, p.4, T.5981-82
Docking facilities at Harbour Grace, Burin, and Bay Bulls not in operation. Ex.#236,pp.6-7
Recommends amendment of Federal Dry Docks Subsidies Act to provide for fourth-class docks. Ex.#236, p.12, T.5987
Slipways constructed by federal government. Ex.#236, pp.9-11
Argument (presented by Mr. J.J. Greene). T.5941

NEWFOUNDLAND FISHERIES DEVELOPMENT AUTHORITY:
Crown corporation set up to develop fisheries in Nfld. T.974

NEWFOUNDLAND FISH TRADES ASSOCIATION:
Opposes any restriction of coasting trade. T.801

NEWFOUNDLAND FLUORSPAR LIMITED, ST.LAWRENCE, NFLD.:
(subsidiary of Aluminum Company of Canada)
Sales to parent company (Aluminum Company of Canada), shipments to Port Alfred, P.Q. B-56,p.37
Employs 250 people. T.784
Wage bill $70,000 per month. T.784
Shipped over 60,000 tons in 1954. T.784
Shipping services provided by Saguenay Terminals with U.K. registered ships. T.786
Some shipments made by Clarke Steamship Company with Canadian and U.K.-registered ships. T.787
Fluorspar faces competition from foreign producers, particularly Mexico. T.789
Any increase in transportation cost would force company to terminate operations. T.789-90
Margin of profit very small. T.789
Cost of transporting fluorspar from Nfld. to Port Alfred is 15% to 20% of the price. T.790

NEWFOUNDLAND, GOVERNMENT OF THE PROVINCE OF,
ST.JOHN'S NFLD.: B-56
Summary of analysis. B-56,p.42
Statement of Hon. Joseph Smallwood, Premier of Newfoundland. T.503-510
See also - Newfoundland.
Argument (presented by Hon.P.J. Lewis). T.5334

NEWFOUNDLAND-GREAT LAKES STEAMSHIPS LTD.,
TORONTO: B-70
Description of traffic. B-70,pp.1-2
Mentioned in Nfld. government brief. B-56,p.27
Services considered vital to Nfld. T.523
Not a member of "Conference Lines". T.547
Provides shipping services for Atlantic Gypsum Ltd. T.690

NEWFOUNDLAND-GREAT LAKES STEAMSHPS LTD.:(cont'd)
Incorporated in 1948, owned mainly by Canadians, started operations in 1949 using chartered U.K. vessels and occasionally a Canadian-registered ship. T.901-02, 5930-31
Restraining influence on freight rates to and from Nfld. T.903
Ships chartered by Company return to U.K. during winter months. T.949
Great Lakes region constitutes a different problem. T.951
Great Lakes ship operators could not meet competition from U.K. ships. T.952
Would have to subscribe to rates determined by C.N.R. in order to obtain traffic from Halifax to Nfld. T.953
Principally engaged in package freight, carries no bulk cargoes. T.904,5931
Out of 47,000 tons cargo carried in 1954, 27,188 tons were eastbound. B-56, T.907
Chartered ships registered in U.K. with Scottish crews. T.909
Canallers unsuitable for operation between Great Lakes and Nfld. T.911
Only 2 or 3 small Canadian vessels could come up the Great Lakes. T.915
Not associated with "Conference Lines" or with "Associated Newfoundland Lines". T.919,940
Canadian chartered ships operated at a loss. T.920
Once shipped potatoes from P.E.I. to Toronto but later railways made an agreement with P.E.I. Potato Growers' Association providing lower freight rates on condition that all potatoes shipped from P.E.I. to Ontario should move by rail. T.923-24
Pig iron shipments from Hamilton to St.John's. T.924
75% of traffic moving eastbound on Company's line moves on commodity rates and 25% on class rates. T.926
From inception to date has suffered overall loss. T.926
Has nothing to do with terms of employment for crew. T.927
Carries westbound cement produced by North Star Cement Company. T.928
Opposes restriction on transboundary trade. T.931
Prefers to repair ships in U.K. T.934

NEWFOUNDLAND-GREAT LAKES STEAMSHIPS LTD.: (cont'd)
Charged lowest rates from Toronto to Nfld. until 1954 when Clarke Steamship Ltd. and the railways lowered their rates in order to compete. Rates were not reduced eastward from Montreal. T.940-43, 5934
Operating costs of U.K. ships higher in 1955 owing to increased seamen's wages. T.945
Restrictions on Canadian coasting trade resulting in increased freight rates would seriously affect Nfld. T.947
Acquired a ship specifically fitted for moving fish from Nfld. to Great Lakes ports. T.5345
Occasionally picks up package freight at Windsor. Ex.#189
Argument (presented by Mr. H.L. Rowntree). T.5930
Presently operating 3 chartered vessels of U.K. registry between Great Lakes and Nfld. T.5930
Does not receive subsidy assistance. T.5931
Operations not in conflict with Great Lakes ship operators as far as Nfld. trade is concerned. T.5935
Requests special consideration if trans-boundary trade is reserved to U.S. and Canadian vessels. T.5936
It opposes railways' request for extension of Transport Act to cover water carriers. T.5936

NEWFOUNDLAND TANNERIES COMPANY, CARBONEAR, NFLD.:
Leather products. B-56,p.39

NEWFOUNDLAND TRANSPORTATION COMPANY LTD., ST.JOHN'S, NFLD.: B-4

NICHOLSON, MR. GEORGE, VICTORIA, B.C.: B-20
Requests better steamer service for west coast of Vancouver Island. B-20
Oral submission on behalf of community living on west coast of Vancouver Island. T.2081,2100
Photographs of S.S. Princess of Alberni, S.S. Princess Maquinna and S.S. Princess Nora. Ex.#51, T.2083
Five letters supporting Mr. Nicholson's submission. Ex.#52, T.2083
Shipping services provided by Union Steamship Company and C.P.R. to western coast of Vancouver Island described as inadequate. T.2090-91, 2093

NICHOLSON, MR. GEORGE; (cont'd)
Advocates provision of small boat that could carry 40 to 50 passengers. T.2095
If improvements in shipping service proved uneconomical then subsidy assistance would be requested. T.2099

NORQUAY, MR. JOHN J., WINNIPEG, MAN.:
Vessel agent and broker for Paterson Steamships, Abitibi Navigation Company, Marathon Paper Corporation, Parrish & Heimbecker Limited. T.2755
Description of operations of a vessel agent and broker in moving grain from Prairies. T.2754-66

NORTH ATLANTIC TREATY ORGANIZATION:
Shipping pool plan and national defence. B-100,p.12; B-89,p.16
Planning Board for Ocean Shipping. T.5915
NATO pool not an adequate safeguard. T.2812
NATO will allocate tonnage to meet Canada's national needs in case of emergency. Ex.#116

NORTH STAR CEMENT LIMITED, CORNER BROOK, NFLD.: B-11
Reference to B-56,pp.37-38

NORTHWESTERN TERRITORIES:
Expanding developments. B-58,p.3-6

NORWAY:
Maritime protective policy. B-101, pp.65,75

NOVA SCOTIA:
Statistics concerning cargoes loaded and unloaded by ports and commodities. B-100,pp.40-56
DOSCO coal and steel shipments from Sydney, 1953-54. B-100,pp.61-62
Shipbuilding in Pictou,. B-102
Restoration of the Minas Ferry Service and of shipping industry in Parrsboro area. B-31,pp.1-4
Seaway likely to affect Nova Scotia coal and steel shipments because ships carrying iron ore from Seven Islands to Great Lakes region will probably return with coal and steel for St.Lawrence River ports. T. 1149-50
Seaway likely to benefit Nova Scotia as far as export of lumber, pulp and newsprint are concerned. T.1150-51

NOVA SCOTIA: (cont'd)
"Golden Age" before Confederation in era of sailing ships. T.1304
Different treatment of Great Lakes and St. Lawrence would be considered as discriminating against shipbuilding industry and employment in Nova Scotia (Lunenburg Foundry). T.1305
See - Nova Scotia, Government of.

NOVA SCOTIA, GOVERNMENT OF:
Opposes restriction of coasting trade to Canadian flag ships. Ex.#182
Estimates increase in shipping costs in Nova Scotia if U.K. ships excluded from coasting trade. Ex.#182

OCEAN SHIPPING:
Relationship to shipbuilding and ship repairing industry. B-34, p.2
Depletion of merchant fleet. B-34, p.5, App. pp.2-3
Ships owned by Canadians and registered in U.K. B-36, p.1
Fluctuations in ocean freight rates. B-80, p.23
Imports and exports carried by Canadian-registered ships. B-82, p.7
Canadian Maritime Commission on deep-sea shipping and national security. B-89, p.19
Suggested changes (CCCL) in law regulating ocean-going merchant marine. B-101, p.54
Disappearance of Canadian ocean-going fleet from Pacific and unfavourable effects on shipyards in B.C. B-103, pp.9-10
Possible subsidies to deep-sea fleet. B-111, p.7

OIL TANKERS:
Conversion of oil tankers to log barges and carriers in B.C. B-54, p.2
See - Ships.

ONTARIO MAYORS AND REEVES, ASSOCIATION OF, TORONTO: B-53
Favours restriction of coasting trade to Canadian-built and registered vessels. B-53

ONTARIO SHIPPING INTELLIGENCE PUBLISHING CO., TORONTO: B-95
Favours improvement of port at Toronto. B-95
Collection of clippings, maps and photographs submitted by Mr. C.L.C. Allinson. Ex.#163, T.4828
Toronto must expand its facilities to handle increased traffic anticipated on completion of seaway. T.4828-29
Toronto Harbour Commissioners Act 1911 should be changed. T.4829, 4836-37
Harbour facilities at Antwerp and Rotterdam. T.4832-33
Toronto needs more cranes to handle package freight. T.4833, 4836-37

ORGANIZATION FOR EUROPEAN ECONOMIC CO-OPERATION (OEEC):
Flag discrimination. B-12, p.3
Protection of shipping results in uneconomic use of ships and in higher freight rates. T.1100

OTTAWA HEARINGS: T.1-501, IDT.1-44, T.4931-5993.

OWEN SOUND CHAMBER OF COMMERCE, OWEN SOUND, ONT: B-27
Supports views of Canadian Shipbuilding and Ship Repairing Association. B-27, p.1
See also under Ports.
Owen Sound unemployment figures reach from 1,200 to 1,600 in winter months (500 to 605 of these men are normally employed in lake shipping.) T.4406
Owen Sound mainly interested in shipping industry and supplying component parts to shipbuilding industry. T.4407
Expect Owen Sound to become a more important port after seaway opened. T.4409
Federal Government has improved harbour facilities recently. T.4409
Owen Sound has a grain elevator with capacity of 4 m. bushels. Ex.#175, T.4409, 4411
Owen Sound Transportation has 4 ships which supply the north shore and Manitoulin Island with produce and which might be affected by U.K. competition on completion of seaway. T.4410-11
Owen Sound area would suffer from unemployment if foreign ships monopolized coasting trade after seaway opens. T.4412-13
Believes no benefits from seaway could counterbalance losses derived from disappearance of Canadian shipping in Owen Sound. T.4413

P

PACIFIC OCEAN:
General map of Southeastern Asia and Australia (shipyards and ship repair facilities). Ex.#46

PACKAGE FREIGHT:
Service on Great Lakes competitive with railways. T.337
Interest of Canada Steamship Lines. T.355-56
Operations of package freighters of Canada Steamship Lines. T.434-35
With completion of seaway CSL would probably continue with 400 to 450 foot class package freighters T.444
If U.K. vessels entered Great Lakes package freight trade, they would be subject to Transport Act and would presumably charge same rates as Canadian ships but their returns would be greater because of lower operating costs. T.450-452
Regulated by Board of Transport Commissioners since 1938. T.1770, 2666, 4750
Foreign participation unlikely as package trade regulated on Great Lakes. T.1786
Licensing would stabilize package freight trade. T.1895
Lake carriers have advantage over ocean ships in package freight. T.2660-61
Rates on Great Lakes and St. Lawrence approximate all-rail rates. T.2663
Since 1948 rail package freight rates and water rates doubled and customary differentials were maintained. T.2667
"Equalization" judgment of Board of Transport Commissioners in March 1955 abolished "Basing Arbitrary" and replaced it with a "Basing Mileage". T.2667
Railways met competition of water carriers by getting water freight rates raised instead of permitting free competition. T.2667-68
Examples of anomalies in rate structure set by "Equalization Judgment" of Board of Transport Commissioners. T.2668-69
Greater interest in protecting railways than protecting shippers of package freight shown by Board of Transport Commissioners in "Equalization Judgment". T.2669
Advocate regulation by Canadian Maritime Commission of package freight rates in all coasting trade. T.2669

PACKAGE FREIGHT: (cont'd)
Great bulk of package freight is carried by Canadian vessels. T.3092
Rates on U.K. ship operating on Montreal-St. John's, Nfld. run are 8% lower than on similar Canadian ship. T.3499
Most freight shipped to Nfld. is package freight. T.3527
Dominion Marine Association moves 1 m. tons a year up the Lakes (6-10% is of import origin). T.3691
If coastal trade restricted to Canadian-built vessels and shipowners were to obtain increase in package freight rates from Board of Transport Commissioners to cover higher costs, then rail rates would increase almost automatically. Ex.#162, B-126,pp.4-5
CSL method of obtaining package freight. T.3882-83
CSL figures for total package freight tonnage and percentages of total tonnage carried during period 1950-54. Ex.#183, T.3887
Under Transport Act only a licensee can carry package freight in licensed vessels. T.4009-10,4017-18
In event of future development of lower St. Lawrence area U.K.-registered ships, under Transport Act as it now reads, could handle package freight from area east of Island of Orleans into Great Lakes or vice versa. T.4516-17
Hamilton Chamber of Commerce proposes that all package freight trade west of Anticosti be restricted to Canadian licensed vessels. T.4518-22
U.K. ships carry some package freight (whisky and canned goods) from Windsor to Nfld. T.4847A
Windsor's economic development depends on improved facilities for handling and storage of package freight. T.4849
This type of trade will increase westward only if the population of Western Canada increases. T.5684
CSL schedules listing 1955 package freight services and timetables. Ex.#183
Booklet "How Modern Handling Methods Are Used To Provide Faster, Safer Package Freight Service". Ex.#183

PANAMA:
Sales of Canadian ships to. B-36,p.3
Panamanian registry. B-36,p.4,T.5294
Maritime protective policy. B-101, p.66

PANAMA CANAL:
"One and one-third" rule under Railway Act limits railways in making competitive rates between Eastern Canada and B.C. to meet Panama Canal competition.
T.3988-89, 4021-23

PARRSBORO AND DISTRICT BOARD OF TRADE,
PARRSBORO, N.S. B-31
Advocates: (1) restoration of Minas Basin Ferry Service, (11) restoration of shipping industry in Parrsboro area, (111) reconstruction of several wharves.
T.1229-31
Estimated cost of wharf in Parrsboro $50,000. T.1233
Wharfing facilities in Blomidon area would cost $800,000.
T.1242
Existing tidal wharf inadequate.
T.1235
Ferry, formerly operated by C.P.R. under subsidy, was discontinued in 1941. T.1235
Tourist value of ferry. T.1237
Operation of ferry would provide a shorter route. T.1239
Ferry service was unsatisfactory because sailings, governed by tides, were not at scheduled hours. T.1239-42

PATERSON & SONS LTD., N.M.,
FORT WILLIAM, ONT:
Competes with U.K. vessels below Montreal because of efficiency of its ships. T.490
Carries newsprint for Bowater's Nfld. Pulp and Paper Mills to U.S. Great Lakes ports. T.707
Charges lower rates to Bowater's if return cargoes available. T.718
Would register its ships elsewhere in Commonwealth, on completion of seaway, if coasting trade not restricted. T.480
Carries Steep Rock iron ore from Port Arthur to U.S.A. T.482
Carries coal from U.S. ports to Canadian ports on Great Lakes and from Sydney, N.S. to Three Rivers, Montreal and Kingston. T.473,482
About six of 34 ships in operation were built in Canada. T.487
Operations extend to Nfld. where shipments are mainly newsprint, pulp, pulpwood and coal. T.470
Ships about 1 m. tons of coal a year. T.473
Margin of profit in coal traffic is small. T.472
Building two ships in U.K.
T.1707

PEACOCK BROTHERS LIMITED,
MONTREAL: B-23
Manufacturers of marine components. Favours restriction of coasting trade to Canadian-built and registered ships or some form of assistance to shipbuilding industry. B-23.

PLYMOUTH CORDAGE COMPANY OF CANADA LTD.
WELLAND, ONT.: B-86
Manufacturers of marine cordage. Suggests that if coasting trade not restricted some measure to encourage foreign ships to purchase supplies in Canada should be considered and a tax levied on foreign shipping to bring rates in line with Canadian vessel rates. B-86, p.2

POISSON, MR. YVES:
Evidence. T.2840-72
Favours higher rate of depreciation to aid shipbuilders. T.2840
Participation by Great Britain in Canadian coasting trade in 1954 increased from 5% to 7½% over 1953.
T.2841
Transportation of iron ore from Sept Iles to Contrecoeur by U.K. ships. T.2841-42
Competition of deep-sea vessels in Great Lakes on completion of seaway.
T.2842-44
References to Mr. Poisson.
T.2831, 2834, 2836,2839

PORT ARTHUR CHAMBER OF COMMERCE: B-35
Effects of seaway. Ex.#41, T.1612
Report of July 1955, "What Does The Regulation of Canadian Coastal Trade on the Great Lakes and St. Lawrence River Mean to Our Friends on the Prairie?" T.1683

PORT ARTHUR, CITY OF: B-35
Wartime peak employment in shipyards 2,100, and peacetime 1,700.
T.1614
Port Arthur and Fort William can store 93 m. bushels of wheat. T.1617
Local employment depends on shipping.
T.1617
Report of Transportation Committee on deep water situation as at Nov. 20, 1954, at the Canadian Lakehead (minimum depths on traffic at present time, under "St. Lawrence Deep Waterway Plan", and "All Canadian Plan"). Ex.#41
Report of Transportation Committee Chairman on his visit to Port Duluth, including estimated expenditures for port facility improvements at Toronto, Hamilton and Windsor. Ex.#42

PORT ARTHUR INDUSTRIAL COMMITTEE: B-35
Joint Committee of Chamber of Commerce and City of Port Arthur. T.1605
Recommends Great Lakes trade be reserved for ships built and registered in Canada for defence reasons and to provide employment. T.1607-08, 1627
Favours tariff protection for shipyards. T.1616
Great Lakes region includes Seven Islands. T.1629

PORT ARTHUR SHIPBUILDING CO. LTD., PORT ARTHUR, ONT.: B-73
Subsidiary of Canadian Shipbuilding and Engineering Ltd, which belongs to CSL. T.1645
Activities. B-73,pp.1-2
Employs 800-1,000 men and pays $2 m. annually in wages. T.1607-08
Employed 1,350 annually during war. T.1640
Operating since 1910. T.1639
Built ocean freighters during World War I. T.1640
Few repairs and only one upper lake vessel built between World War I and II, so company branched into industrial work. T.1640,1651
Built naval vessels and aircraft parts during World War II.T.1640-41
Ship construction and repairs accounted for two-thirds of payroll and balance represents industrial work since World War II. T.1641
Future not bright and employment in 1955 will drop to 325. T.1642
Drydock (723 feet long and 98 feet wide) only one in Upper Great Lakes able to handle large ships. T.1643
Industrial workers cannot be transferred to shipbuilding and repairing. T.1644
Suggests exceptional consideration might be given Nfld. T.1677

PORTS:
Alberni, B.C. B-20, p.4
Amherst, N.S. B-68, p.2
Buctouche, N.B. B-29, p.1
Burin, Nfld. B-72, p.1
Charlottetown, P.E.I. B-68, p.2
Cheticamp, N.S. B-66, p.1
Chicoutimi, P.Q. B-110,pp.2-4
Collingwood, Ont. B-63, pp.1-2
Contrecoeur, P.Q. B-108,pp.1-2; B-109, p.1
Corner Brook, Nfld. B-14, p.1; B-13,p.2; B-56,pp.26-27; B-56, pp.37-41; B-68,p.1; B-66,p.1
Fort William, Ont. B-45, p.1; B-90,p.2; B-95,pp.5-7,13;B-112,p.5
Fortune, Nfld. B-72,p.1

PORTS: (cont'd)
Grand Bank, Nfld. B-72, p.1
Grand Entry, P.Q. B-68, p.2
Grindstone, P.Q. B-68, p.2
Halifax, N.S. B-4, p.3; B-8, p.1; B-13, pp.1-2; B-31, p.3; B-56, pp.3,25-27, 34,35; B-56,pp.27, 28; B-68, p.1; B-95, pp.5-7, 13; B-100, p.35; B-110, pp.2-4
Hamilton, Ont. B-56, p.27; B-66, p.1; B-61, p.1; B-97, p.1; B-95, pp.5-7, 13
Hantsport, N.S. B-31, p.2
Kingston, Ont. B-63, pp.1-2
Kingsport, N.S. B-31, p.1
Lewisporte, Nfld. B-76, p.23
Marystown, Nfld. B-72, p.4
Midland, Ont. B-63, pp.1-2
Moncton, N.B. B-31, p.3
Montreal, P.Q. B-4, p.3; B-56, p.27; B-68, p.1; B-84, pp. 1-2,9; B-95, pp.5-7, 13; B-100,p.37; B-110, pp.2-4; B-112, p.5
Nanaimo, B.C. B-20, p.4
North Sydney, N.S. B-56, p.32; B-72, p.3; B-100, p.4
Pictou, N.S. B-68, p.2
Port Alfred, P.Q. B-56, p.37
Port Arthur, Ont. B-45, p.1; B-90, p.2; B-95, pp.5-7,13; B-112, p.5
Port aux Basques, Nfld. B-11, p.1; B-56, p.32; B-100, p.4
Port Churchill, Man. B-45, p.2; B-58, pp.1,2,3,5; B-90, p.2
Port Renfrew, B.C. B-20, pp.3-5
Port Williams, N.S. B-31, p.2
Quebec, P.Q. B-68, p.1; B-89, p.10; B-95, pp.5-7,13; B-110, pp.2,4
Rimouski, P.Q. B-68, p.1
Saint John, N.B. B-13, pp.1-2; B-56, pp.3,26; B-68, p.1; B-95, pp.5-7,13; B-100, p.35; B-110, pp.2-4
Sarnia, Ont. B-8, p.1
Seven Islands, P.Q. B-108, p.1; B-109, p.1
St. John's, Nfld. B-4, p.3; B-8, p.1; B-13, pp.1-2; B-56, pp. 25-27, 34,35; B-56, pp.27,28; B-68, p.1; B-66, p.1; B-97, p.1
St. Lawrence, Nfld. B-72, p.1
Sydney, N.S. B-11, p.1
Three Rivers, P.Q. B-95, pp.5-7; B-110, pp.1-4
Port of Three Rivers, P.Q. classification of vessels, number and tonnage of cargoes registered on arrival or departure, 1936-53. B-110, Tables 1 & 3
Tofino, B.C. B-20, p.3
Toronto, Ont. B-50, p.1; B-56, p.27; B-66, p.1; B-95, pp. 5-7, 13; B-97, p.1
Port of Toronto, Ont. natural features, growth, port facilities, administration. B-95, pp.8-11
Vancouver, B.C. B-20, pp.3-4

PORTS: (cont'd)
Victoria, B.C. B-20, pp.3-4
West Point, P.E.I. B-29, p.1
Wolfville, N.S. B-31, p.2
Yarmouth, N.S. B-31, p.3
Exchange and free ports at Mortier Bay and Baie d'Espoir, Nfld., and possible benefits. B-4, pp.1-4
Distances between St. John's, Nfld. and other ports. B-56, p.12
Docking facilities for repair and servicing of ships, available and required. B-76, pp.21-24
Possible adverse effects of seaway upon Montreal port and region. B-84, pp.5-8
Effect of seaway on port of Quebec. B-89, pp.13-14
Coastal and foreign trade traffic through Toronto, Hamilton, Fort William, Port Arthur, Halifax, Saint John, Three Rivers, Quebec, and Montreal. B-95,pp.5-7, 13
Toronto Harbour, future expansion. B-95,pp.11-12, App.A-1,pp.16-19
Distances between central Canadian ports and Maritime ports. B-100, pp.38-39
Arrivals of U.K.-registered vessels at Canadian ports with cargo from other Canadian ports, by provinces, 1953. B-100, p.57
Departures of U.K.-registered vessels from Canadian ports with cargo for other Canadian ports, by provinces, 1953. B-100, p.58
Arrivals of vessels of British West Indies registry at Canadian ports with cargo from other Canadian ports, by provinces, 1953. B-100, p.59
Departures of vessels of B.W. Indies registry from Canadian ports with cargo for other Canadian ports, by provinces, 1953. B-100, p.60
Coastal services between eastern Canadian ports for which federal subventions are paid. B-100, p.68
Free port at Three Rivers requested. B-110,pp.4-8
Investment in various Canadian ports, financial statement.B-110,Table 2
Fort William and Port Arthur, grain traffic,1953-54. B-112, p.1
Improved facilities needed at Fort William and Port Arthur.(Dr.Mayer) T.1788-91
Canadian vessels calling at Puget Sound considered by Longshoremen's Union as foreign vessels and required to engage gang of at least 10 men, resulting in higher costs. T.2329
Port facilities at Charlottetown, Summerside, Souris, and Georgetown. T.1357
Port of Churchill. T.2983, 2991
St. Pierre Harbour. T.3005

PORTS: (cont'd)
Montreal is main ocean and inland port for ocean-going vessels, and converging point for inland trade and railway shipping. T.3076
Kitimat has full deep sea port 80 miles from Pacific. T.3300, 3391
Port Alfred operated by Saguenay Terminals Ltd. T.3331
Clarke Steamship Co. Ltd. advocates improvement of facilities at St. John's, Nfld. T.3522
High terminal charges at St. John's, Nfld., result from poor dock facilities and union agreements which (1) prevent use of mechanical unloading equipment, (2) require hiring of 33-men gangs. T.3612-14
Terminal charges at St. John's 10 cents higher than at Montreal and man hours per ton 2½ times as many. T.3612-14
Report on "Montreal Harbour and the St. Lawrence Seaway" submitted by CSL. Ex.#99, T.3807
Montreal will have to provide facilities which now exist at "Transfer Points", in order to obtain full benefit of seaway. T.3807-09
CSL ships have experienced great delays in waiting to unload grain at Montreal. T.3813
Sault Ste.Marie port can only take ships up to 16,000 tons. T.3891
Owen Sound Chamber of Commerce expects that Owen Sound will become a more important port after seaway is opened. T.4409
Federal government has recently improved the harbour and harbour facilities at Owen Sound. T.4409
See also under Owen Sound.
Great Lakes ports are essential for national defence as destruction of coastal ports would mean complete dependence on inland ports.(Mr. Alport). T.4437-38
Port of Hamilton facilities. Ex.#154, T.4505
Over 5m.tons incoming and outgoing cargo handled at Hamilton port in 1954. T.4505
Hamilton harbour handles largest freighters on Great Lakes. T.4507
More than six miles of docks at Hamilton. T.4508
1,296 vessels used Hamilton port in 1954. T.4508
Toronto Harbour Commissioners anticipate increase in trans-shipments from Toronto to other Great Lakes ports on completion of seaway. T.4582
Ocean liners may stop at port of Toronto after seaway opened. T.4582
Toronto,history and statistics. Ex.#155
Shipping Federation of Canada expects Montreal to become a busy trans-shipment port for direct international shipments from and to lake ports. T.5709

PORTS: (cont'd)
Regulations governing marine slip at Selkirk, Manitoba. Ex.#239, T.5985
Report of Chairman of Port Arthur Transportation Committee on his visit to Port Duluth and estimated expenditures for port improvements at Toronto, Hamilton and Windsor. Ex.#42
Port facilities at Quebec. Ex.#71
Statistics on Port of Three Rivers. Ex.#75
Facilities at Port of Cap de la Madeleine, said to be inadequate. Ex.#76 & #77
Statement showing grain shipments through Vancouver, Churchill and Montreal or St. Lawrence ports, 1949-53. Ex.#99

PORT OF LONDON AUTHORITY:
"...Other Commonwealth ships should leave Canada's coastal trade alone ..."(Lord Waverley, Chairman). T.4618-19

POTTER RESOLUTION:
Advocates restriction of trans-boundary trade to U.S. and Canadian vessels. No action taken by Senate. T.352
Potter Resolution filed with Royal Commission. Ex.#8, T.353
See also - United States.

PORT WELLER DRY DOCKS LIMITED:
History of Muir Bros. Dry Dock at Port Dalhousie up to 1954 when it was taken over by Port Weller Dry Docks. Ex.#153

PRAIRIES:
Oppose restrictions. B-77, p.4
Importance of shipping rates. B-112, p.1
Rising freight rates lower farmers' net income. B-112, pp.1-2
Crow's Nest Pass Agreement, 1897. B-112, p.2
So-called monopoly of Great Lakes carriers. B-112, pp.2-4
Development of Hudson Bay Route. B-112, pp.7-8
Port Churchill and its importance to W. Canada. B-45,p.2; B-58, p.1
Production of principal grains and shipments from Fort William and Port Arthur, 1948-53. B-90,p.7
Report of Port Arthur Chamber of Commerce on effect of coasting trade regulation on prairie interests. T.1683
Greater proportion of imports and exports, other than primary products, moves by land. T.1901
"Grain-shed" in Saskatchewan, but with seaway it would move west. T.2511

PRAIRIES: (cont'd)
Grain from Alberta and Saskatchewan moves by Great Lakes or Pacific Coast ports depending on differential rates, which vary according to availability of ships in Vancouver. T.2512
79.5% of prairie wheat exported during last 10 years. T.2606
Restriction of coasting trade would discriminate against western producers. T.2639-40
Description of export of wheat and other grain through Wheat Board from Prairie Provinces to U.K. T.2742-54
Operation of vessel agent and broker in moving grain from prairies. T.2754-66
Present rate on wheat from Lakehead to Montreal is 13½ cents, barley - 12 3/4 cents, oats - 11½ cents, but it varies according to demand for shipping. T.2759
Farmer pays cost of transportation on eastbound shipments of his products and on westbound shipments of his supplies. T.2769
Water carriers are important to Western Canada for moving grain. T.2779
Prairie farmers find upper lakers efficient and prefer reliable service and confidence of established relationships rather than depending entirely on foreign flag vessels. T.3825
Alberta Government urges that no measures be taken which would prevent benefits of St. Lawrence seaway from going to Western Canada. T.4772

PRESTON REPORT:
On discrimination against Canada in freight rates charged by foreign ships. B-107, p.10

PRIMARY INDUSTRIES, DEPENDENCE ON WATER TRANSPORTATION:
See - Agriculture
- Iron and Steel Industry
- Pulp and Paper Industry, etc.

PREFERENCE, COMMONWEALTH:
Ships of Italy, Germany and Japan could carry Canadian goods more cheaply than U.K. vessels. T.2820
Canada's foreign customers may complain of preference accorded U.K. vessels in Canadian coasting trade and demand similar privileges in consideration of their purchases in Canada. T.5890

PRINCE EDWARD ISLAND:
West Point Ferries Ltd.
B-29,pp.1-8
Cargoes loaded and unloaded by ports and commodities.
B-100, pp.40-56
Nfld.-Great Lakes Steamships Ltd. once shipped potatoes from P.E.I. to Toronto but after railways made an agreement with P.E.I. Potato Growers Association on Agreed Charge basis, no further shipments were allowed from P.E.I. to Ontario by water.
T.923-24, 1147
Statement of Hon. A.W. Matheson, Premier of P.E.I. T.1350-52
Supports submission made by Maritimes Transportation Commission. T.1352
Competition tends to keep rates down. T.1353
Competitive water rates lead to agreed railway charges. T.1353
Freight rate on potatoes to Florida, 55¢ per 100 lbs. as compared with 67¢ from Maine, U.S.A.
T.1354, 1381
U.K. buys Canadian goods (bacon, cheese, eggs, from P.E.I.) with dollars earned in Canadian waters.
T.1355, 1359
P.E.I. transportation services.
T.1356-7
Port facilities at Charlottetown, Summerside, Souris and Georgetown. T.1357
Potato crop, proportion shipped by steamship and by rail.
T.1357-58
Interested in low-cost transportation because economy based on agriculture and fisheries.
T.1358
Agreed charges between P.E.I. and Montreal and Toronto benefit shippers. T.1358
Restrictions against U.K. ships would create monopoly of Canadian ships, which would adversely affect competitive position, and probably deprive P.E.I. of benefit of agreed charges. T.1360-61
Provincial Government formerly operated ship between St.John's, Nfld. and Charlottetown, but discontinued this service because of financial losses, and now charters ship from Blue Peter Steamships. T.1362-63
No suitable U.K. registered ship available for this particular service. T.1364
Charlottetown and Magdalen Islands service handled by Clarke Steamships Co. Ltd. is subsidized.
T.1365-66

PRINCE EDWARD ISLAND: (cont'd)
Charlottetown and St.Pierre service operated by French ship and subsidized by French Government. T.1365-66
Chartered British, Norwegian and Danish steamships operate between P.E.I. and U.S.A. and South America. T.1366
Agreed charges prevent P.E.I. from shipping potatoes (but not other products) by steamship to Montreal and Toronto.
T.1366-67; 1376
Subsidies for shipping service between St.John's and Charlottetown discontinued after Nfld. entered Confederation.
T.1368-70
P.E.I. expects to benefit from seaway by marketing more manufactured goods in central Canada and U.S.A. T.1372
Seaway may extend scope of agreed charges. T.1372
P.E.I. has no shipbuilding facilities except repair facilities for small naval craft and fishing boats. T.1373-74
Little coastal shipping around P.E.I. T.1374
Loading and unloading expenses relatively high because of trade union insistence on minimum number of men in gang. T.1374-75
P.E.I. Potato Marketing Board arranges agreed charges for exported potatoes. T.1376
Potato Marketing Board presently inactive. T.1378

Maxwell Harris Company Inc. charter party, Oct.26, 1954.
Ex.#36, T.1382
Telegram addressed to R.H.Matheson from Maxwell Harris Co. Inc. quoting rates on potatoes from Maine to Florida. Ex.#37, T.1384
Rail rates between P.E.I. and Upper Canada have been kept down because of available water rates prior to agreed charges and prior to water competitive rates introduced by C.N.R. in 1953.
T.1385-86
Potato crop marketed half in central Canada and Nfld., and half in U.S.A. T.1387-88
Volume of 1954 potato crop exported from P.E.I. valued at $10. m. T.1389
With completion of seaway and exclusion of U.K. ships, agreed charges on potatoes would be increased or discontinued.
T.1391
Rail rates on potatoes from P.E.I. and New Brunswick to Quebec and Ontario, 1948-55. Ex.#38, T.1393

PRINCE EDWARD ISLAND: (cont'd)
Canadian Freight Association Agreed Charges Mar. 1, 1954. Ex.#39, T.1396
Railways accepted agreed charges to meet increasing water competition. T.1401-02
Water competition keeps rail rates down on potatoes exported from P.E.I. to eastern U.S.A. T.1403-04
With completion of seaway new potato markets may open in U.S.A. and central Canada because of lower transportation costs. T.1407
Agreement concerning potato freight rates between C.N.R. and shippers may be terminated or changed by either party. T.1410
Total imports and exports shipped by rail in 1953-54 (including meats). Ex.#40, T.1413-14
Ferry service between P.E.I. and mainland the responsibility of Federal Government. T.1418, 1426-27
Ferry service between Borden and Tormentine operated by C.N.R. and subsidized by Federal Government. T.1420
Suggests that strikes on ferry between Borden and Tormentine should be made illegal. (Mr.J.O. C. Campbell). T.1421
Transport of potatoes from P.E.I. and why agreed charges were implemented. T.4145-50

PRINCE EDWARD ISLAND, GOVERNMENT OF, CHARLOTTETOWN: B-154
See - Prince Edward Island.
Statement by Hon. A.W. Matheson, Premier. T.1350-52
Supports submission made by Maritimes Transportation Commission. T.1352

PROCEDURE OF ROYAL COMMISSION:
Chairman's introductory remarks at Ottawa. T.1-8
Witnesses not to be sworn. T.216

PRODUCTIVITY, LABOUR:
Canadian methods, quality of work and man-hour productivity second to none. B-103,p.10
Canadian shipbuilding industry not inefficient because its costs are higher than those in U.K. yards. T.235, 5050, 5054

PRODUCTIVITY, LABOUR: (cont'd)
Wrong to assume that man in U.K. yards turning man hours into money at 60¢ an hour is more efficient than man in Canada turning man hours into money at $1.50 per hour. T.235
See - Labour Productivity.
B.C. yards, although paying higher wages than Eastern yards, would be able to compete, if coastal trade restricted, because of higher labour productivity. T.2479

PROJECT SALES LTD., MONTREAL: B-105
Represents U.S. and U.K. marine manufacturers.
Identification and description of activities. B-105,pp.1-4
Specializes in sales and engineering of highly specialist equipment utilized aboard ships. T.3187
Expect decline in sales as current naval program winds up. T.3191

PROTECTION:
Suggested tariffs on imported ships. B-16,pp.1-2
Comparison between railways, airlines and shipping. B-16,p.2
Accelerated depreciation policy. B-30,p.2
Protective policy in Australia. B-15,p.1; B-101,pp.56-57; B-34, App. pp.6-9; B-92,p.5; B-36,p.5 Ex.#249 (Tariff Board Report)
Protection in other countries. B-34,p.6; App. pp.10-11; B-80, p.26; B-89,p.8; B-101,pp.35,55-76 and see under cards Belgium, Norway, etc.
Assistance to U.K. shipyards. B-36,p.7
Assistance to Australian shipyards B-36,p.7
Assistance to U.S. shipyards and shipping. B-36,pp.7-8; B-78,pp.2-3; B-82,pp.27-30; B-100,pp.6-7; B-101,p.32
Reasons for protection. B-77,pp.1-2; B-101,pp.31-34
Benefits ascribed to proposed restrictions. B-79,pp.2-3
Effects of possible future restrictions in Canada on U.K. and other shipyards characterized as negligible. B-79,pp.12-13;B-82,p.17
Effects of possible restrictions on British ship-owners and Canadian shipbuilding. B-91,pp.5-6
Restriction said likely to cause no conflict between Canadian and British interests. B-82,p.2

PROTECTION: (cont'd)
Arguments, for and against protection. B-83,pp.2-4
Economic arguments against protection for Canadian shipbuilding and shipping. B-90,p.4
Advantages for Canadian economy if coastal trade on Great Lakes-St.Lawrence restricted to ships of Canadian registry. B-99,p.10
Request that U.K. vessels have certain repairs made in Canada. B-100,p.11
U.S. official appraisal of maritime subsidy policy.
B-103,pp.12-13, and see the following U.S. reports:
(1) "Maritime Subsidy Policy", Maritime Administration, April 1954
(2) "Study Operations of Maritimes Administration" (Hearings before Committee on Merchant Marine and Fisheries, Feb.1955)
(3) "Review of Direct and Indirect Types of Maritime Subsidies with special reference to Cargo Preference Aid", U.S. Dept. of Commerce, April 1956.
(4) "Government Aid to Shipping" School of Foreign Service, Georgetown University.
"Free Trade" argument described as unrealistic. B-107,p.9
Protection of coasting shipping described as essential for integrated transportation policy. B-107,p.5
Change in coasting trade law would interfere with lon -term agreements concluded between producers and shipping companies. B-108,p.1
CCCL suggests alternative to subsidies, i.e., increased duty on ships constructed and repaired abroad, and wage-rates for foreign seamen equivalent to Canadian rates. IDT.pp.42-43
Protection of shipping and shipbuilding industries through tariffs should be investigated. T.741
Restrictions against U.K. ships said unlikely to result in any increase of vessels of Canadian registry. (U.S. experience) T.1093
Canadian ships unable to compete in world shipping would remain idle during winter, thus adding to operational expenses. T.1100-01
Maritime Marine Workers' Federation (Halifax District) considers coastal shipping and deep-sea shipping as closely related and requests protection for both. T.1163

PROTECTION: (cont'd)
Government assistance provided for shipping and shipbuilding industries in Belgium, France, Italy, Japan, Britain, United States. Ex.#31, T.1164-71
If wages of Canadian and British seamen were equalized, no government assistance would be required. T.1178
If coasting trade restricted cost of transportation may not rise because volume of trade will increase. T.1328
Restriction of coasting trade to Canadian-built and registered ships implies subsidization of shipbuilding industry by shippers. T.1506
Withdrawal of U.K. ships would affect primary producers in the Maritimes only as far as charter rates are concerned. T.1561
National Council of Shipyard Unions (CCL) favours exclusion of U.K. ships engaged in regular schedules in Maritimes because their rates are influenced by rail rates, and doubtful whether any saving is passed on to Canadian users. T.1563
Canada could suffer in international trade if dependent on other countries for water transportation. T.1594
Port Arthur Chamber of Commerce suggests that non Canadian-built ships, registered in Canada at date of proposed restrictive legislation, be permitted to continue in Canadian coasting trade. T.1638
Port Arthur Shipbuilding Company claims that, without protection Canada will have no ships under her control, no shipyards and no nucleus of trained seamen and shipyards workers. T.1644-B
Canada should follow U.S. restriction example because of various similarities. T.1671-72
Restriction of coasting trade to Canadian-built ships will not solve shipbuilding industry's difficulties. (United Steelworkers, Port Arthur) T.1713
Restrictions on coasting trade should be inaugurated now to avoid future dislocation of foreign competitor's trade. T.1714
Exclusion of U.K. ships from Great Lakes would deprive U.K. of dollar earnings and consequently deprive Canada of markets. T.1796
Canadian economy will suffer from restrictions, as human and material resources will be directed into less efficient channels. T.1797

PROTECTION: (cont'd)

Protection will not ensure a nucleus of shipbuilding. (Dr. Solomon). T.1799

Costs of protection are hidden and uncontrollable. T.1799

Protection prevents necessary changes in structure of employment towards higher productivity and higher wages. T.1799

Maintenance of nucleus shipping and shipbuilding by funds from National Defence budget would be more efficient than protection. T.1800

If U.K. excluded from Canadian coasting trade, may take retaliatory measures: (e.g. purchase lumber from Norway or wheat from Poland). T.1840

Comparison between U.S. coasting trade restrictions and their effects with similar development in Canada is not valid, because U.S. has always had complete protection. T.1847

Exclusion of U.K.-built ships from coasting trade would represent insignificant loss of shipbuilding business available to U.K. yards. T.1970

Restriction to Canadian-built ships will not result in monopoly because Canadian shipyards will compete. T.1975

Repair work and replacement of obsolete vessels will provide continuing business for shipyards if restrictions implemented. T.2000

If shipbuilding protected, other industries may ask for similar treatment. T.2104

Arguments (Mr. Swainson) against restriction of coasting trade:
(1) shipbuilding in North American continent alleged to be uneconomic.
(2) restriction will not solve problem of defence.
(3) in view of greater increase of prices of primary products as compared with manufactured goods, manufacturing industries are not so essential to B.C. economy
(4) very few non-Canadian ships are engaged in B.C. coasting trade.
(5) restrictions would diminish Canadian exports to U.K.
(6) protection to shipbuilding industry would result in requests for similar treatment by other industries. Ex.#53, T.2101-05

Following countries have no restriction against foreign-built ships: Australia, Indonesia, Sweden, New Zealand, Ceylon, Russia, Holland, U.K., Norway, Israel, Burma, Turkey, France, Ethiopia, Belgium, Chile, Italy, Finland and Brazil. T.2107

PROTECTION: (cont'd)

British Yukon Ocean Services favours protection for shipbuilding industry by prohibiting importation of new ships or imposing adequate duties. T.2244

Restriction of coasting trade would result in higher insurance premiums, higher depreciation and higher rates. T.2364

Assistance to shipbuilders in U.K. includes: (1) long-term low interest loans given to assist in construction of ships (2) Admiralty bounties cover defence features installed in vessels, (3) accelerated depreciation provided, (4) losses may be averaged with profits over six-year period for income tax purposes. B-36, T.2396-97

Shipbuilding Conference of the U.K. claims above information is inaccurate. Ex.#199.

In U.S.A. protection includes construction differential subsidy, bounties for defence features, down payment of 25% and remainder amortized over 25 years at 3½%. T.2397

Parallel drawn between financial aid to underdeveloped countries and need for protection or subsidization for underdeveloped industries in Canada. T.2421

Quebec Chamber of Commerce claims that restriction of coasting trade would provide stable employment and keep shipbuilding industry at 50% of wartime level. T.2879-82

St.Lawrence Shipowners' Ass. suggests that, for customs purposes, U.K. ships should be considered as foreign ships. T.2976

Geo. T. Davie & Sons Ltd. suggests that restriction of coasting trade to vessels built and registered in Canada would not give shipbuilding enough protection. T.2911

Montreal Municipal Bureau recommends regulation of coasting trade to ensure survival of Canadian shipping and shipbuilding. T.3081

Montreal Municipal Bureau advocates surcharge on cargoes carried by U.K. ships in Canadian coasting trade, and by non-Canadian ships trading between Canada and U.S.A., in order to bring their rates in line with Canadian rates. T.3094-3100

Montreal Municipal Bureau advocates regulation of coasting trade rather than subsidy assistance to shipping and shipbuilding industries. T.3097

Anticosti Shipping Company claims pool of Canadian ships too small to permit exclusion of foreign ships. T.3146

PROTECTION: (cont'd)

Under status quo British shippers in Canadian coasting trade are protected because of high cost of Canadian competitors and exclusion of foreign competition. T.3207

Clarke Steamship Co. Ltd. advocates restriction of coasting trade to Canadian-registered and Canadian-manned vessels, but not to Canadian-built vessels. T.3437,5537-40

Clarke Steamship Co. Ltd. believes that if coasting trade restricted to Canadian-registered vessels there might not be enough ships to handle cargo and suggests licenses be issued to U.K. ships during transitional period. T.3479

If coasting trade restricted to Canadian-registered ships Clarke Steamship Co. Ltd. could provide adequate service to north and south shore of St. Lawrence River and Nfld. T.3477

Claim present Canadian all-water service from Great Lakes to Nfld., provided jointly by CSL and Clarke Steamship Co. Ltd., would be satisfactory even if U.K.-registered ships excluded from coasting trade. T.3478

Unless reasonable protection promised for coasting trade Clarke Steamship Co. Ltd. cannot make expensive dock improvements at St.John's, purchase a new ship for Nfld. run and smaller vessels for North and South shore trade. T.3522

Unfair competition might be eliminated if U.K.-registered ships in coasting trade required to pay Canadian wages, but enforcement difficult. T.3585

Quebec Federation of Labour recommends restriction to Canadian-manned, registered and built vessels. T.3631

If coasting trade restricted to Canadian-built vessels, Quebec Federation of Labour claims that foreign-built ships registered in Canada at time restrictions instituted should be permitted to continue in coasting trade. T.3643

Protected coastline for shipping is rule in many countries while unprotected coastline a rarity. (United States, Australia, New Zealand, Chile, S. Africa). T.3651

PROTECTION: (cont'd)

Shipping industry unassisted and unprotected while Canadian airways, railways and trucking industry protected from foreign competition by rigid regulations. T.3652

Montreal Trades and Labour Council recommends: (1) subsidized Canadian deep-sea fleet, (2) restriction of coasting trade to Canadian-manned and Canadian-built ships, (3) restriction of trade on Great Lakes between U.S. and Canada to Canadian and U.S. vessels on an equitable basis (4) Parliamentary Merchant Marine Committee to help maintain shipping industry and Merchant Marine. T.3652-53

Canadian Pulp and Paper Association opposes any restrictions which might reduce U.K. dollar earning capacity. T.3675

Restrictions on coasting trade might cause higher water rates, and consequently higher rail rates. T.3677

CSL requests coasting trade be reserved for ships built and registered in Canada. T.3797

U.K. capacity to buy Canadian goods would not be affected by protection (T.R. McLagan). T.3803-05

Unique capacity of Upper Lakes fleet to handle bulk cargoes quickly and efficiently is good reason for protection. T.3813

Protection would encourage Canadian lake operators to build large upper lakers which would relieve congestion in Welland canal. T.3820

If coasting trade not protected, control of inland shipping might pass to U.K. ships which would remain in Canadian waters only if no more profitable cargo offered elsewhere. T.3824-25

CSL estimates for shipbuilding program for Great Lakes if coasting trade restricted.T.3862-73

Introduction of regulation of water lines carrying package freight provided some protection for railways. T.4009-10

Canadian Vickers Ltd., Branch Lines Ltd. and Marine Industries Ltd. recommend that coasting trade be reserved for ships built and registered in Canada. T.4197, 4248, 4308, 4311

Branch Lines Ltd. favours protection of coasting trade for following reasons: (a) young companies could expand without fear of competition, (b) companies now using foreign vessels would use Canadian ships, (c) shipowners would be encouraged to purchase more ships and equipment T.4303-04

PROTECTION: (cont'd)

Marine Industries Limited claims that coasting trade should have same privileges and protection as provided for other methods of transport in Canada. T.4317-18

Protection would benefit Marine Industries Ltd. because of: (a) expanding Canadian economy, and (b) potential industrial development on south shore of St. Lawrence River. T.4332

Interests of Simcoe area would be served sufficiently if coasting trade restricted in Great Lakes area. T.4388

Shipyards in Midland area would likely be interested in building large bulk carriers if assured of some form of protection. T.4392

Algoma Steel Corporation Limited recommends measure of protection for Canadian shipping and shipbuilding. T.4430

Lake shipping, shipbuilding and ship repairing industries must be protected from low-cost foreign competition in order to survive. (Mr. F. Alport) T.4438

Mr. Alport claims shipping industry deserves protection as much as the textile industry. T.4443-44

When seaway completed, Great Lakes ships may be built in U.K. leaving only repair work for Great Lakes shipyards, unless coastal trade is restricted. T.4455

Canadian Westinghouse Co. Ltd. recommends reserving coasting trade to Canadian built and registered ships. T.4540

If Canadian coastal restrictions issue is one of monetary consideration only, then same principle should be applied to other Canadian industries. (Mr. Axelson) T.4604-05

Canadian Shipping and Marine Engineering News advocates reservation of coasting trade to Canadian-built ships of Canadian ownership and registry. T.4610

Also, if reservation apt to work local hardships, suggests limited exemptions rather than refusal to recommend restrictions in principle. T.4614-15

Atlas Steels Ltd. favours protection for Canadian shipbuilding industry. T.4656-57

Alberta Government claims that, after spending millions on seaway it would be incongruous to reduce its benefits to western Canada by protective measures. T.4767, 4772

PROTECTION: (cont'd)

Alberta Government opposes restriction of coastal trade to ships built and manned in Canada. T.4774

Gypsum, Lime & Alabastine, Canada feel that protection would result in increased transportation costs detrimental to primary producers. T.4804-05

Restrictive legislation protecting requirements of one area with detrimental consequences to another area is foreign to concept of Confederation. T.5372

Resolution against "Flag Discrimination" adopted by International Chamber of Commerce. Ex.#116, App.III

Large portion of Canadian coastal fleet has been protected against U.K. competition by canal system. T.5506

Clarke Steamship Co. Ltd. lists advantages of restricting coasting trade: (1) continued employment for Canadian crews, (2) money paid for wages, stores, repairs, and income tax, remains in Canada, (3) maintenance of essential services for defence purposes, (4) greater stability of rates. T.5507-10

Clarke Steamship Co. Ltd. suggests that Canadian shipyards could be assisted by following measures: (1) continuation of Canadian Vessel Construction Assistance Act, (2) government loans at low interest for building of ships, (3) 110% depreciation allowance of the cost of construction, (4) construction subsidy covering part of Can./U.K. cost differential, (5) 10% tariff duty on Commonwealth-built ships. T.5541

If coasting shipping not protected, Canadian ships will cease to operate and transportation costs will rise because of scarcity of ships and dependence on foreign shipping. (Mr. McLagan) T.5876

Canadian Shipowners Association suggests that restriction of coasting trade might defeat its purpose, because with an established monopoly freight rates would go up and volume of traffic decline. T.5900, 5908-09

Defence aspect is only possible group on which protective measures can be justified. (Mr. Fisher) T.5911

PROTECTION: (cont'd)
Canadian Shipbuilding and Ship Repairing Association suggests that if coasting trade restricted to Canadian-built and registered ships, then U.K. ships on liner berth service regularly employed in coasting trade for at least five years prior to restriction date be permitted, if remaining under same ownership, to continue in present service for remainder of natural life. Ex.#246
Opposes permitting U.K. ships, chartered by Canadian companies to continue in coasting trade, but realizes special arrangement necessary for limited time to avoid hardship or disorganization in essential services. Ex.#246

PULP AND PAPER:
Newfoundland.
B-14,p.1; B-17, p.2; B-56,p.16
Competition with U.S. industry.
B-17,p.2
Export of paper and desire for free trade. B-37,p.1; B-71,pp.3-4
Possible effect on pulp and paper industry in Nfld. if U.K. ships withdrawn. B-56,pp.35-36
Production, exports and employment.
B-71,pp.1-2
Cost advantages of Canadian paper industry disappearing.
B-71,p.2
Importance of low-cost transportation. B-71,p.3
Advantages anticipated on completion of seaway. B-71,p.3
Exports to U.K. B-71,p.4
Traffic through port of Three Rivers. B-110,p.3
N.M. Paterson & Sons engaged in shipment of newsprint and pulpwood below Montreal. T.482
Bowater's Nfld. Pulp and Paper Mills Ltd. manufactures newsprint and pulp - 8% of the newsprint for U.S. market, 10% for U.K. and 10% for other Commonwealth countries. Pulp manufactured only for U.K. market. Total newsprint shipments amount to 300,000 tons and pulp to over 50,000 tons per year. T.698
Exports of Bowater's Nfld. Pulp and Paper Mills amount to $45 m. a year. T.703
Southern U.S. mills competing strongly with Canadian companies.
T.1865
Consolidated Paper Corp. Ltd. pays $25 to $27 per cord for Anticosti pulpwood plus $4.75 per cord transportation plus loading and unloading at $1.25 and $1.10.
T.3157, 3167

PULP AND PAPER: (cont'd)
Consolidated Paper Corp. Ltd. exports 75% of newsprint to U.S.A, 15% used in Canada, and balance shipped overseas. T.3119
Gross value of Canadian pulp and paper production about a billion and a quarter dollars per year, of which 75% is for export.
T.3665
Pulp and paper exports provide 23% of all Canadian exports and 34% of exports to U.S.A.
T.3665
Industry employs 65,000 Canadians permanently and 150,000 seasonal workers. T.3665
Industry spends annually $200 m. on transportation, $50 m. on fuel, $100 m. on chemicals, $33 m. on electricity, $200 m. in taxes, therefore continued health of industry important to Canada.
T.3665-66
Current statistics on industry contained in booklet "Reference Tables" and "Quick Facts on Pulp and Paper Industry".
Ex.#87, T.3667
65% of tonnage goes by rail, 25 to 28% by water (international and coastal trade), 5 to 7% by truck. T.3668
Growth of industry in last 10 years equivalent to value of industry in 1945. T.3669
Production increased 70% since 1945. T.3669
Demand for pulp and paper products growing faster than percentage growth of population because of (1) increased literacy, (2) rapid economic advances.
T.3669
Canada supplies substantial part of world demand because she has:
(1) raw material reserves,
(2) adequate power resources,
(3) manufacturing experience.
T.3669
Canada must keep industry costs competitive with costs of other world producers. T.3669
Former cost advantages of Canadian industry have disappeared: i.e. (1) nearby forests, (2) lower labour rates (3) cheaper power (4) high speed mass-production.
T.3670
Transportation costs of vital importance to industry both for incoming raw materials and outgoing products. T.3671

PULP AND PAPER: (cont'd)

Seaway would: (1) permit wider range for supply of raw materials (pulpwood, coal, sulphur) (2) facilitate movement of finished productsto Canadian and U.S. destinations, (3) render overseas markets accessible to inland mills on Great Lakes. T.3671-72

No tariff barriers on newsprint and pulp in international trade. T.3673

Industry favours free trade (cannot afford to sell in open world market and buy in protected one.) T.3673

38% of overseas newsprint exports, and 53% of overseas pulp exports want to U.K. in 1954. T.3673

Canada exports $1\frac{1}{2}$ - 2 m. tons newsprint to U.S.A.; 300,000 tons pulp and $\frac{1}{4}$ m. tons newsprint to U.K. annually. T.3674

Pre-war export total for newsprint to U.K. has not been attained yet because of continuing wartime restrictions. T.3674

World newsprint price is fixed competitively but, because Canada produces 58% of world's supply, Canadian costs affect price. T.3679

20% of industry's tonnage is carried in Canadian bottoms in coastal trade. T.3681-82

Coal, pulpwood and sulphur may be shipped to mills on Great Lakes on completion of seaway. T.3687

Bowater's have built newsprint mill in Tennessee and use U.S. Southern Pine. T.3688

Booklets, "The Pulpwood Harvest" and "From Watershed to Watermark" describe practical operations of industry. Ex.#88

Evidence, St. Lawrence Corporation Ltd. T.3063-70

St. Lawrence Corporation Ltd., Three Rivers, ships 50,000 tons of paper per year by water for export and domestic markets. T.3068

One cord of pulpwood weighs approx. 4,000 pounds net weight. T.3069

- Q -

QUEBEC, PORT OF:
See also - Ports.
Business to be improved as result of seaway. T.2821
Improvements recommended: new grain elevators. Ex.#71, T.2822-23
New elevators required: their characteristics. T.2824
Old immigration shed should be replaced by new grain elevators. T.2824
See also - Quebec Chamber of Commerce.

QUEBEC, PROVINCE OF:
Memorandum of St. Lawrence Shipowners Association, Inc. to Government of Quebec. B-49, p.7
Clarke Steamship Co. Ltd. B-68, p.1
Seaway and Quebec. B-89, p.12
Seaway's effects on port of Quebec. B-89, pp.13-14
Employment and wages in shipyards, 1953-54. B-89, p.17
Fluctuations in shipbuilding and effects on economy of province. B-89, pp.17-19
Employment in shipyards, 1939-54. B-101, pp.8,10,11
Average monthly employment in shipyards, 1946-53. B-101, p.12
Value of ships constructed, repair and conversion work, 1946-53. B-101, pp.18-20; B-111, App. Table III
Value of ships under construction as of March, 1954. B-101, p.20; B-111, App. Table VII
Ship repairs and conversions in St. Lawrence shipyards, 1952, 1953. B-111, App. Table VI
Quebec communities (Pierreville, Levis, Champlain) dependent for generations on shipping trade in St. Lawrence and Great Lakes. T.3623
Sorel and Lauzon almost completely dependent on shipyards. T.3624

QUEBEC CHAMBER OF COMMERCE, QUEBEC CITY: B-89, 133
Background of memorandum. B-89, p.22
Summary of arguments. B-89, p.21
Supports reservation of coastal shipping. T.2809-10
Supplementary brief. Ex.#71, T.2811
Sovereign nations should protect their economy by national means of transport. T.2812
Defence requirements. T.2812
NATO pool not an adequate safeguard. T.2812

QUEBEC CHAMBER OF COMMERCE: (cont'd)
Foreign ships cannot be chartered in time of emergency. T.2813
Canadian government cannot intervene in strikes on foreign ships. T.2813
Canada must control own means of transport in peace and war. T.2813
Canada should have its own shipyards in interest of national sovereignty to deal with emergencies, and for economic reasons. T.2813
Cannot improvise in an emergency the complicated shipbuilding industry and highly skilled personnel now required. T.2814
Even if we could build or buy ships for use in an emergency, we need trained seamen to man them, and therefore need our own fleet and shipyards. T.2814
Naval traditions can be created only if merchant marine can offer a career to young Canadians. T.2815
Competition of non-Canadian ships in coasting trade represented 5.5% of total tonnage in 1953, 7.5% in 1954. T.2815
Competition in Great Lakes now negligible, but will tend to increase with opening of seaway. T.2816
Reduced competition will tend to increase freight rates, but this may be counteracted by savings resulting from seaway. T.2816
Higher costs result from wages (3 times as high as in U.K.) and construction costs in Canada. T.2817
Cites U.S. study indicating that present cost of railway transportation from Lakehead to Atlantic seaboard averages $13.00 a ton while future cost of water transport will be $1.70 - this illustrates magnitude of possible savings. T.2817
Opposes operational subsidy to Canadian coasting vessels but recommends a system of preferential canal tolls for Canadian coasting vessels. T.2818
Would support a transportation subsidy of some fixed percentage of freight rates, payable on goods shipped to or from Maritime Provinces, if necessary to overcome special disadvantage to them if coasting trade restricted. T.2819

QUEBEC CHAMBER OF COMMERCE: (cont'd)
If cheap water transportation is the object, ships from Italy, Germany and Japan could carry our goods more cheaply than U.K. ships. T.2820
Should open Canadian waters to non-Commonwealth low-cost shipping, if cheap transportation is the object. T.2820
Seaway's principal effects will be to admit foreign ships as far west as Lakehead, and allow Great Lakes shipping to reach St. Lawrence and Atlantic ports. T.2820
Seaway will improve position of port of Quebec because grain ships, now unloading at Montreal, will descend to Seven Islands to pick up ore, and leave their grain at Quebec for trans-shipment. T.2821
Improvements necessary in port of Quebec (grain elevators). Ex.#71, T.2821-23
Must avoid transfer of grain in Great Lakes eastern ports. T.2822
New elevators required at Quebec: their characteristics. T.2824
Old immigration shed should be replaced by new elevators. T.2824
These improvements should be completed at same time as seaway. T.2825
Small vessels. T.2825
Port of Quebec suffers discrimination as compared with Montreal in connection with small vessels. T.2826-29, Ex.#71, pp.4-5
Recommendations to eliminate discrimination. T.2828
Employment, fluctuation in shipyards. T.2829
Effects on Quebec City. T.2830
Supports treaty to restrict transport of Seven Islands ore to Canadian and U.S. vessels, with a specified proportion to move in Canadian vessels. T.2830
Letter from Mr. Yves Poisson outlining corrections to be made in transcript of Mr. Marc Turcotte's testimony. Ex.#210, T.5058
Letter from Mr. Yves Poisson outlining corrections to be made in transcript of his testimony. Ex.#211, T.5059
Recommends rates for port of Quebec similar to Lachine Canal rates for ships 600 tons and under. Ex.#71

QUEBEC CHAMBER OF COMMERCE: (cont'd)
Prof. Turcotte submits:
(1) Merchant marine essential to Canadian economy,
(2) Shipbuilding important to economy of Quebec,
(3) Subsidies to shipbuilders likely to diminish. T.2873-82
Mr. Poisson submits:
(1) Higher rate of depreciation to aid shipbuilders.
(2) Increase from 5% to 7½% by Great Britain in Canadian coastal trade.
(3) Transportation of iron ore from Sept Îles to Contrecoeur by U.K. ships.
(4) Competition of deep-sea vessels in Great Lakes after seaway completed. T.2840-72
Brief, importance of coastal trade. T.2895

QUEBEC FEDERATION OF LABOUR, MONTREAL: B-155
Affiliated with Trades and Labour Congress of Canada and supports their brief. T.3623
Represents 150,000 workers in Quebec Province, (carpenters, plumbers, boiler-makers, machinists, electrical workers, sheet metal workers, operating engineers, shipyard riggers, seafarers, longshoremen, marine engineers). T.3623
Urges re-establishment of foreign-going Canadian Merchant Marine sustained by subsidies and by exclusive carriage of Canadian Aid and Military Assistance contracts (similar to U.S.A. "Fifty-Fifty Act"). T.3630
Recommends restriction of coastal trade to Canadian-manned, registered and built vessels. T.3631
Recommends formation of Merchant Marine Committee to advise Parliament on steps necessary to foster healthy Canadian shipping industry. T.3631
Recommends that U.S.A. and Canada confine water-borne Great Lakes trade between the countries to Canadian and U.S. vessels on an equitable basis. T.3631
Members have labour contracts with Canadian Vickers, Darling Brothers, Peacock Brothers, Canadian Car, all shipbuilders and shipbuilding suppliers. T.3632
Represents skilled personnel at Vickers, whereas unskilled are represented by Federation of Catholic Syndicates. T.3633

QUEBEC FEDERATION OF LABOUR: (cont'd)
Represents Seafarers International Union, Great Lakes and Eastern District of National Association of Marine Engineers of Canada, and Canadian Merchant Service Guild Inc. which represent Canadian sailors, marine engineers, and captains, mates and masters respectively.
T.3622, 3642
Represents about 2,200 longshoremen in Montreal, 700-800 in Saint John, N.B., and 1,000 in Halifax. T.3646-47

QUEBEC IRON AND TITANIUM CORPORATION, SOREL, P.Q.:
Uses U.K. ships for transporting iron ore from Havre St. Pierre to Sorel. T.4303
Would be required to use Canadian vessels if coasting trade restricted and Marine Industries of Sorel would probably benefit. T.4332
Made a contract with U.K. firm to carry 300,000 tons of ore from Havre St. Pierre to Sorel, but had difficulty in obtaining shipments when required because U.K. ships engaged in more profitable business.
T.4352

R

RAILWAYS:
Control under Board of Transport Commissioners. B-87, pp.2-3
Cost of right of way. B-87, p.3
Adverse effects of seaway. B-87,p.4
Royal Commission on Transportation views on agreed charges. B-87,p.4
C.P.R. earnings in Eastern and Western Canada, compared. B-87,pp.4-5
Water carriers, competition from. B-87, pp.3-5
On completion of seaway, rail rates in West may be raised. B-90,p.5
Disparity between railways and water carriers in regard to domestic price environment and regulatory framework. B-92, p.1
Seaway will increase competition between rail and water carriers. B-92, p.1
Disparity between railways and shipping in regard to payments of duties on imported goods. B-92,p.4
Diversion of traffic from railways to water carriers on completion of seaway will not reduce operational costs of railways. B-92, p.4
C.N.R.'s views on regulation of water carriers by Board of Transport Commissioners. B-92, pp.7-8
Railways allegedly supporting proposals to curb competition on seaway. B-112, p.7
Danger (with restriction of coastal traffic to Canadian ships) that railways might throw Canadian transportation economy out of gear. T.212-13
Will grain shipments now moving by rail be taken over by ships? Insufficient facilities at Montreal. T.256
Agreement between C.N.R., C.P.R. and various carriers in Nfld., deprived that province of its right to water competitive freight rates. T.513
Services to Nfld. described as inadequate. T.527-28
Maritimes Freight Rates Act resulted from investigations made by Duncan Commission of 1925. T.639-40
Since 1949 during period January to May there have been considerable delays in railway services to Nfld. T.725-26
C.N.R. rolling stock, both for passengers and freight in Nfld., described as inadequate. T.727, 729
Horizontal increases have resulted in increasing all-rail rate in Nfld. by 64% since 1949. T.738-39, 751
Coastal operations of C.N.R. (Nfld.) subsidized to extent of $2 m. per year. T.741

RAILWAYS (cont'd)
Newfoundland-Great Lakes Steamship Ltd., in order to obtain traffic from Halifax to Nfld., would have to subscribe to C.N.R. through rates. T.953
C.N.R. rates on freight to Nfld. approved by Board of Transport Commissioners, are considered to be very low by shipping companies. T.1257-58
Some railway traffic may be diverted to water carriers on completion of seaway, but total traffic and perhaps railway traffic also will increase because of economic expansion. T.1882-83
Seaway may reduce rail rates. T.1884
Railways are at natural disadvantage with water carriers in carrying bulk goods. T.1886
C.P.R. and C.N.R. jointly operate the ship "Princess Nora" in B.C. T.2086
Railways should be subsidized for loss in traffic resulting from seaway. T.2563-65, 2570
Deficit subsidy paid to railways should be reviewed as traffic increases. T.2571-72
Loss of traffic to water transportation only temporary. T.2538
Present rail rates in Canada considered by Canadian Pulp and Paper Association to be higher than corresponding rates in U.S.A. T.3683
If coastal trade restricted and shipowners obtain increase in package freight rates from Board of Transport Commissioners to cover higher costs, then rail rates will increase almost automatically. Ex.#162,B-126,pp.4-5
Saguenay Terminals Ltd., deplores discriminatory use by railway of through rail and water tariffs. Ex.#193, T.3348-49,3383-84, 3683
Railways not capable of handling all traffic between mainland and Nfld. T.3535,5340
30% of cargo carried by Clarke Steamship Co.Ltd. from Montreal to Nfld. originates by rail. T.3595
C.P.R. and C.N.R. agreements with steamship companies prevent the latter's ships from operating west of Montreal. T.3614-15
Effect of fluctuations in availability of ocean tonnage on railways when seaway opens (railways will have to maintain standby capacity to handle traffic when ocean shipping not available). T.3962-64
Description of rate regulating provisions in Railway Act. T.3973-85, 3988-89, 4071-73
Description of rate regulating provisions in Transport Act. T.3985-89

RAILWAYS: (cont'd)

Railways, as regulated carriers, are at disadvantage in competing for traffic against unregulated carriers. T.3989-4008

Under Transport Act only licensee can carry package freight in licensed vessels, whereas railways can order as many freight cars as they choose and make them into trains. T.4017-18

C.N.R. claims that failure to establish a better competitive framework for transportation after seaway opens would have serious implications for railways. T.4088-91

Railways moved over three-fifths of total freight tonnage carried by all forms of commercial transportation in 1953. T.4089

Effect of seaway on movement of grain by rail. T.4111-23

Rail rates on grain to eastern Canadian and U.S. ports for export. Ex.#129, T.4120-23

C.N.R. statement comparing rates effective March 31, 1949 from central Canada to Nfld. with rates effective April 1, 1949 and October 1, 1955. Ex.#130, 135, 136, T.4124-27, 4129-38, 4140-43, 4187-90

Factors considered in establishing class rates. T.4127-29

How through rates are calculated. T.4138-40

Agreed rail charges on potatoes shipped from P.E.I. Ex.#39, T.4145-50

Method by which railways determine lowest possible rates in order to compete with other forms of transport without loss. T.4177-84

Agreed charges, extract from Report of Royal Commission on Agreed Charges Feb. 21, 1955. T.4178-81

Railways get $7 m. annually from federal government to reduce freight rates to the West - partly at expense of coasting fleet. T.4605-4638

C.N.R. in East cannot be counted on to supply transportation on sound and steady rate basis. (Mr. Irving) T.4897-98

Grain stocks in Lakehead elevators greatly reduced by end of navigation season and grain moved in by rail during winter. T.5196

If winter rail movement of grain to Lakehead not utilized, doubtful if sufficient rail cars could be assembled at opening of navigation to supply tremendous quantities required at that time. T.5196

Nfld. has no quarrel with railways in relation to rate structures on the island. T.5340

RAILWAYS: (cont'd)

Inter-coastal shipping is a regulator of trans-continental rail freight rates. T.5421-25

Railway Act, Section 468, covers "bridge subsidy", a subsidy to railways covering high maintenance costs over "bridge" from Sudbury to Fort William, in order to reduce freight rates to Western Canada. T.5870

C.P.R., C.N.R. and White Pass & Yukon Route recommend that licensing and rate regulation provisions of Transport Act be extended to all ships engaged in coasting trade. Ex.#242, p.3

RAILWAY TRAFFIC:

Potential losses to C.N.R. as result of water competition. T.14, T.16

Potential losses to C.P.R. and limitations on use of various remedies. T.36, T.44

RAIL AND WATER COMPETITION:

(See also under Railways).

Competition should be on equitable basis. T.9, 53-55

Rail carriers live with Canadian price environment. T.9

Water carriers wholly or partly exempt from Canadian regulations and price structure. T.9-14

See also under - Bulk Goods.

Each form of transportation should pay its fair share of cost of facilities. (C.P.R.) T.31-32

Coasting trade should be subject to licensing and rate regulating provisions under Transport Act. T.55

Public convenience and necessity - certain considerations should be mandatory. (C.P.R.) T.55-58

Canal tolls should cover contribution towards construction of all facilities past and future. (C.P.R.) T.58-63

Horizontal increases in rail rates in Nfld. since Confederation have resulted in increased water rates. T.513

Water competitive rate structure applies to Nfld. only during navigation season, - in winter months rates from Great Lakes and Montreal revert to all-rail structure. T.536

"Conference Lines" freight rates to Nfld. follow rate pattern established by C.N.R. T.546

Class water competitive and rail-water competitive rates from central Canada to St. John's and Corner Brook were implemented in 1954. T.609

Agreement between C.N.R. and Furness Withy & Co. concerning traffic between Montreal and Halifax and Nfld. concluded in 1949. T.610

Establishment of Interprovincial Steamship Lines resulted in reduction of rail freight rates. T.613

In absence of water competition, competitive rates are withdrawn by railways. T.614-15, 4137

RAIL AND WATER COMPETITION: (cont'd)

When Colonial Steamships Ltd. and McKellar Steamships Ltd. attempted to reduce rates from Cobourg to Goderich on canned goods, Canadian Freight Association and railways complained to Board of Transport Commissioners and companies were ordered to return to their former rates. T.625

Section 334 of Railway Act provides that C.N.R. rates to Nfld. should not be lower than necessary to meet competition of water carriers. T.644

Rail freight rate structure materially affected by cost of water transportation. T.1091

Since Confederation in 1949 the governing factor in Nfld. regarding transportation rates has been the C.N.R. rate structure. T.1255

In winter season, when C.N.R. increases rates, shipping companies operating between mainland and Nfld. also increase their rates. T.1256

C.N.R. freight rates to Nfld. are approved by Board of Transport Commissioners, and these rates are considered by ship operators to be very low. T.1257-58

Rail rates between P.E.I. and Upper Canada were kept down because of available water rates prior to the agreed charges, and prior to C.N.R. water competitive rates introduced in 1953. T.1385-86

Railways accepted agreed charges on potatoes from P.E.I. to meet water competition. T.1401-02

Water competition keeps down rail rates on potatoes exported from P.E.I. to Eastern States. T.1403-04

Railways reduced freight rates on sugar from Saint John to Montreal in order to meet water competition, consequently ships could no longer operate at a profit. T.1504-05

If rail rates are determining factor in establishing coastal shipping rates in Maritime Provinces, then why should participation of U.K. ships be considered as potential safeguard against increased costs? T.1556

If U.K. ships allowed to continue in coasting trade, water rates would continue in line with rail rates but shipping companies would be predominantly British. T.1556

Water rates which follow rail rates in Maritimes may constitute competition necessary to shippers, but both land and water rates may allow considerable profits to shipping and railway companies. T.1564

RAIL AND WATER COMPETITION: (cont'd)

Natural advantages of various means of transportation. T.1893

C.P.R. favours licensing of intercoastal trade under Transport Act. T.1937

Railways feel at disadvantage with water carriers because latter can vary freight rates to meet competition. T.1939

Ocean freight rates do not effectively influence rail freight rates. T.2219

Railways can file a competitive tariff on a day's notice to meet water competition. T.2226

Railways provide water competitive rates to meet water competition. T.2574

Recommendation that maximum water rates should not bear a fixed relationship to costs of railway or highway transport operators. T.2663

C.P.R., to meet water competition, introduced so-called "Basing Arbitrary" which practically cut railway's normal rates in half. T.2664-65

C.P.R. and several Great Lakes ship operators agreed in 1896 to "conference" rates. T.2665

Since 1948 rail package freight rates and water rates doubled and customary differentials were maintained. T.2667

"Equalization" judgment of Board of Transport Commissioners in March 1955 abolished "Basing Arbitrary" and replaced it with "Basing Mileage". T.2667

Railways meet competition of water carriers by getting water freight rates raised instead of permitting free competition. T.2667-68

Examples of anomalies in rate structure set by "Equalization Judgment" of Board of Transport Commissioners. T.2668-69

"Equalization Judgment" of Board of Transport Commissioners shows greater interest in protecting railways than protecting shippers of package freight. T.2669

Rail rates should be calculated on basis of rail carrier requirements and water rates on water carrier requirements. T.2688

Aluminum Company of Canada has shipped 10,000 tons by rail as compared to 40,000 by water from east to west since 1950. T.3307

Saguenay Terminals Ltd. claims railways discriminate against water carriers by denying them privilege of through bills of lading. Ex.#193, T.3348-49, 3383-84

RAIL AND WATER COMPETITION: (cont'd)

Agreed charges (1954) resulted in a reduction of 20,000 tons in cargo carried by Saguenay Terminals in 1954 as compared with 1953. T.3343

Previous to 1949 shipping companies operating to Nfld. had regular tariffs, but after Confederation C.N.R. projected mainland rail traffic to Nfld. and quoted all-rail rates. Shipping companies set up competitive rates below all-rail rates. T.3451

All-water rates for direct service from Great Lakes to Nfld. maintained fixed differential below all-rail and rail and water rates until 1953 when rates were depressed by entrance of Constantine Lines (U.K.) into service. In 1954 rates were stabilized when C.N.R. published water competitive rates. T.3455-56, 5342

Clarke Steamship Co. Ltd. claims C.N.R. did not reduce rates from Great Lakes to Nfld. because of U.K. water competition. T.3512-15

Ships are important in Nfld. run because they provide faster service and carry heavier and bulkier commodities than the railways. T.3534

Railway water competitive rates on traffic to Nfld. established in 1954: (1) to stabilize erratic water carrier rates, (2) to meet water competition. T.3555-57

Rail competitive tariffs are a governing factor on steamship rates from east to west coast of Canada. T.3601

Restrictions on coasting trade might cause higher water rates and consequently higher rail rates. T.3677

Railway traffic likely to be exposed to increased water competition when seaway opened. Ex.#119, 125, T.3957-73, 4048-54, 4057-70, 4109-23

Regulated carrier such as railway is handicapped in competing with unregulated carriers. T.3989-4007

If railways regulated by Transport Act and Railway Act then competitors should be regulated in the same way. T.3997-98, 4165-67

Introduction of regulation re carrying package freight by water (Transport Act, 1938) provided some protection for railways. T.4009

Under Transport Act only licensee can carry package freight in licensed vessels, whereas railways can order as many freight cars as they choose and make them into trains. T.4017-18

RAIL AND WATER COMPETITION: (cont'd)

C.N.R. claims that failure to establish a better competitive framework for transportation after seaway opens would have serious implications for railways. T.4088-91

Effect of seaway on movement of grain by rail. T.4111-23

Competitive rail rates. Ex.#131-134, T.4136, 4140

Competitive rail-water rates were effective as far back as 1920. T.4137

The case for equality of regulations. T.4151-70

Only because of cheaper all-water rate from Port of Toronto to Sweden can the Coleman Lamp Company sell products in Sweden. (Difference of $9.85 between all-water and rail-water rate via Montreal). T.4581-82

Mr. Irving reports that he purchased tankers to move oil by water because C.N.R. in Maritimes could not be counted on to supply transportation on sound steady rate basis. T.4898-99, 5255-59

Entrance of U.K. flag ships in coasting trade from Great Lakes to Nfld. compelled railways to adopt competitive rate. T.5342-44

Intercoastal shipping is a regulator of trans-continental rail freight rates. T.5421-25

If intercoastal trade restricted to Canadian-built vessels operating at higher costs, trans-continental rail freight rates will increase. T.5426

C.P.R. seeks fair competition between equally regulated carriers. T.5611

C.P.R. suggests that water carriers should be exempted from some regulations applicable to railways (e.g. statutory rates, the "one and one-third" rule, and conditions governing competitive rates). T.5612

Railway regulations should be relaxed and minimum of regulations as applied to railways should be extended to other forms of transportation, including water carriers. T.5612

Competition in transportation industry will not produce the required services. T.5613

Regulation of transportation industry would eliminate unrestrained cut-throat competition, preferences, discrimination, rebates, and ensure dependable service at reasonable rates. T.5614-15

Various transportation agencies should be regulated by extending Transport Act. T.5632, 5655

C.N.R. claims rail and water competition in Great Lakes - St. Lawrence region is rational and equitable. T.5638

RAIL AND WATER COMPETITION: (cont'd)
With advent of seaway, competition between railways and water carriers will increase. T.5639
Under Railway Act, Section 468, railways but not ships are subsidized to provide lower freight rate to Western Canada ("bridge subsidy") (a form of discrimination in favour of railways). T.5870
Railways request for extensionof Transport Act to cover water carriers would result in eliminating natural advantagesof the latter. T.5936-37
Union Steamships Limited claims that rate regulations, if instituted in B.C. coasting trade, could be defeated by railroads to detriment of independent water carriers. (Railroads control establishment of division of through rates on commodities moved by coasting trade but furthered by or originated by rail). Ex.#242, p.3

RELATIONS WITH OTHER COUNTRIES; THEIR REACTION AGAINST POSSIBLE COASTAL RESTRICTIONS:
Trades and Labour Congress does not believe restriction of coastal shipping would lead to trade retaliation. T.215
To restrict ability of other countries to earn dollars is to restrict their ability to buy from Canada. T.315-16
Effect of Canadian protection on relations with U.K. T.3802-04
See also - United Kingdom.

RAILWAY ACT:
Rate regulation under the Act explained by Mr. Edsforth. (C.P.R.) T.3973-3985
Rail rate regulations under this Act and water carrier rate regulations under Transport Act are very similar. T.3973
Rate regulation of water carriers compared with rate regulation of rail carriers. (Mr. Edsforth) T.3987-3991
Discussion of specific sections:
315. Obligation to provide accommodation for traffic. T.3984

RAILWAY ACT: (cont'd)
319.(3) Unjust discrimination and undue preference forbidden. T.3977
322. When complaint of unjust discrimination is received the railway must prove it does not exist. T.3977-78
326. (6) Tariffs required to be kept on file for public inspection. T.3975
328. All rates must be just and reasonable. T.3977
331. Provisions covering types of rate regulation: class rates, commodity rates, competitive rates and special arrangement tariffs. T.3974
333. (5) After tariffs filed with Board of Transport Commissioners they become lawful rates and must be applied. T.3975-76
334. Governs competitive rates to meet emergency situations. T.3975, 3978, 3988, 4137
335. When railway increases a normal commodity tariff, it must prove necessity. T.3978
336. Statutory requirements with respect to equalization of freight rates. T.3988
337. "One and one-third rule" limits railway's ability to make competitive rates between Eastern Canada and B.C. coastal points to meet Panama Canal competition. T.3988-89
349. Governs special rate notices, i.e. to cover sample shipments, relief supplies, etc. T.3976
432. Provides for severe penalties against railways for failure to apply published rates. T.3976-77
468. Covers "bridge subsidy" - a subsidy covering high maintenance costs over "bridge" from Sudbury to Fort William, in order to reduce freight rates to Western Canada. T.5870

RECOMMENDATIONS OFFERED TO ROYAL COMMISSION:
To restrict coasting trade to vessels built and registered in Canada.
B-1,p.2; B-7,p.1; B-15,p.2; B-16,p.1; B-23,p.1; B-36,p.12; B-27,p.1; B-30,pp.3-4; B-32,p.1; B-33, p.1; B-34,p.8; B-35,p.1; B-43,p.1; B-60,p.2; B-63,p1; B-64,p.1; B-73, p.3; B-75,pp.5-6;B-78,p.2; B-79,p.1; B-83,p.1; B-102,p.2; B-103,p.16; B-107,p.4; B-101,p.81; B-106,p.9;

RECOMMENDATIONS OFFERED TO ROYAL COMMISSION: (cont'd)

No change in Canada Shipping Act; 1934. B-8,p.1; B-19,p.2; B-22,p.1; B-25,p.5; B-37,p.1;B-38,p.9; B-40,p.1, B-41,p.1;B-42,p.2; B-44,p.2; B-47,p.1;B48,p.1; B-54,p.4;, B-55,p.3;B56,p.42; B-59.p.2; B-61,p.1;B-62,p.3; B-65,p.3; B-66,p.1;B-67,p.1; B-70,pp.4-5, B-71,p.6; B-77,p.1; B-85,p.1; B-87,p.5; B-91,p.2; B-94,p.1; B-96,p.2; B-97,p.2; B-100,p.14; B-108, p.1; B-108,p.1;B-109,p.1,B-110,p.4

Amendment of Navigable Waters Protection Act, Section 4 (R.S., C 140, S.1), definition of "navigable water". B-2,p.1; B-21,p.1

Conclusion of special treaty between Canada and U.S.A. concerning restriction of trans-boundary trade on Great Lakes to Canadian and U.S. ships. B-3,p.4; B-28,p.2;B-34,p.8

Section 671, Parts (I) and (2) of Canada Shipping Act - Word "British" to be replaced by the word "Canadian". B-3,p.1

1. Establishment of an exchange port on south coast of Nfld.
2. Establishment of that exchange port as a free port. B-4,p.4

New ships coming into Canadian registry to be built in Canada. B-5,p.1

Canadian-owned ships now under British and British West Indies registry, to be allowed to transfer to Canadian registry, should Canada Shipping Act be amended. B-6,p.1

Special law to ensure that a percentage of all transportation shall be assigned to small ships. B-9.p.1

Establishment of federal committee to look after welfare of small coaster. B-9,p.2

Coasting trade be limited to Canadian-registered ships, and manned exclusively by Canadian citizens. B-10,p.1

Coasting trade to be limited to Canadian registered ships. B-12,p.2; B-49,p.8; B-51, p.1; B-80, p.1a; B-81,p.2; B-82,p.1;

No restrictions to be placed on coasting trade between Nfld. and Maritime Provinces. B-13,p.3

No additional restrictions to be placed on trading between points in Nfld.or between Nfld. and mainland or vice versa. B-14,p.2; B-17,p.1

Better steamer services for West Coast of Vancouver Island. B-20,p.6

RECOMMENDATIONS OFFERED TO ROYAL COMMISSION (cont'd)

Coasting trade within the Great Lakes to be restricted to Canadian ships. B-28,p.14

Waivers under Section 673 of Canada Shipping Act to be granted in exceptional cases. B-34,p.4; B-38,p.9

Subsidies for construction of ships for foreign service. B-36,p.12

Shipping and shipbuilding subsidies to be subject to a provision that all repairs to such vessels be carried out in Canada. B-36,p.13

Effect of Canadian trade policies upon economic relations with countries of Far East and on Trans-Pacific shipping from B.C. ports. B-36,p.13

Restrictive provisions of Transport Act (Parts II & IV) when applied to coastwise water-borne transportation to be modified. B-38,p.9

No action to be taken to prevent ocean-going ships from entering Great Lakes. B-45,p.2

Water-borne trade within Great Lakes to be restricted to vessels built and registered in Canada, but action suggested to protect community from possible monopoly by ship operators. B-46,p.1

Enforcement of coasting regulations. B-49,pp.8-9

Increase of duty on ships, etc., from 25% to 50% under Section 54 of Customs Act. B-49,p.10

Amendment of Part XIII of Canada Shipping Act with respect to replacement of obsolete ships. B-49,p.11

Coasting trade to be restricted to present Canadian fleet and additional vessels to be hereafter built and registered in Canada. B-53,p.1

Annual subsidies to shipping and ship-building. B-55,p.3;, B-71,p.6; B-90,p.6

Coasting trade to be based on reciprocal arrangements with all foreign countries. B-57,p.1

Importation of floating equipment to be made subject to regulations by definite law, not left "subject to discretion", and to be controlled by application of duties only, giving some preference to Commonwealth. B-57,p.2

Cash loans by Government to shipping and shipbuilding. B-58,p.4

Subsection 4 (b), Section 12, Part II of Transport Act 1938 to be amended. B-61,p.1

Coasting trade to be restricted to Canadian-registered ships with exceptions permitted only during first four years. B-68,p.9

RECOMMENDATIONS OFFERED TO ROYAL COMMISSION: (cont'd)

Amendment of Section 54 of Customs Act. B-68,p.10
Minor changes in Canada Shipping Act. B-68,p.10
Relaxation of steamship regulations in case of small craft in Nfld. B-72,p.2
Relaxation of regulations concerning master mariners. B-72,p.3
Construction of modern navigational aids along Burin Peninsula, Nfld. B-72,p.3
Improvement of loading facilities in ports of North Sydney and Marystown. B-72,p.3-4
Provisions to be added to Part III of Canada Shipping Act to prescribe minimum wages and working conditions on ships. B-75,p.7
Permanent certificates to be given to certain seamen in Nfld. B-76,p.9
Minor recommendations with respect to Home Trade Classification in Nfld. under Canada Shipping Act. B-76,p.10
Aids to navigation for Nfld. and Labrador. B-76, pp.11-15
Radio aids to navigation in Nfld. and Labrador. B-76, pp.16-19
Construction of additional docking facilities in Nfld. and Labrador. B-76,p.23
No special treatment to be given to Great Lakes. B-77,p.10
Improvement and changes in port and terminal organization and facilities at Lakehead to be examined. B-77,p.10; B-96,p.2
Explore possibility of opening coasting trade to vessels of all friendly nations. B-77,p.10; B-112,p.8
Restriction of new additions to Canada's coasting fleet, after Jan. 1957, to ships built in Canada. B-80,p.1(a); B-81,p.2;B-82,p.1
Study of effect of U.K. and foreign ships on trans-boundary trade. B-80, p.1(a)
Imposition of taxes or fees on foreign ships. B-86,p.2
Recommendations of C.P.R. B-87,pp.3-4
St. Lawrence and Great Lakes trade to be limited to Canadian built and registered ships. B-89, p.21; B-99, p.3
Regulation of water freight rates. B-90,p.6
Establishment of a Central Transportation Authority. B-90,p.6; B-112,p.8
Recommendations of C.N.R. B-92, pp.9-11
Recommendations of Union Steamships Limited, B.C. B-93, pp.8-9

RECOMMENDATIONS OFFERED TO ROYAL COMMISSION: (cont'd)

Maximum water rates should not be forced to bear fixed relationship to costs and requirements of railways or highway transport operators. B-96,p.2
Encourage building of replacement ships and their machinery in Canada. B-99,p.3
Maintain modern pilot plant facilities for naval propulsion machinery manufacture. B-99,p.3
Provide protection in form of tariffs to marine engine building industry. B-99,p.3
Government to enact immediate planning of Canadian merchant marine and modernization of existing fleet. B-101,p.81
Subsidies to be paid to ocean-going ships provided that they are built in Canada. B-101,p.81
Labour representation in Canadian Maritime Commission. B-101,p.81
Shipbuilding and ship repairing industry to be brought under the National Labour Code. B-101,p.81
Fishing vessels to be exempted from any contemplated restrictions. B-104,p.2
Government assistance to be given to shipyards and related industries. B-105,p.5
Specific ship requirements produced abroad to be secured through negotiation with manufacturers to have their products fabricated or assembled in Canada. B-105,p.5
Recommendations concerning improvement of port of Three Rivers. B-110,p.4
Speedy development of Port Churchill and other Hudson Bay ports. B-112,p.8
Subsidies to shipping industry. B-112,pp.8-9; B-111,p.7
Differential subsidies to West Coast shipyards. B-111,p.7
Inter-coastal service to be considered in same category as foreign service. B-111,p.7
Direct subsidies to ocean-going ships. B-111,p.7
Ships of Canadian registry in coastal and inter-coastal trade of Maritimes. B-100,pp.32-33
Arrivals of U.K. vessels at Canadian ports with cargo from other Canadian ports in 1953. B-100,p.57
Departures of U.K. vessels from Canadian ports with cargo for other Canadian ports in 1953. B-100,p.58
Arrivals of vessels of B.W. Indies registry at Canadian ports with cargo from other Canadian ports in 1953. B-100,p.59

RECOMMENDATIONS OFFERED TO ROYAL COMMISSION: (cont'd)
Departures of vessels of B.W. Indies registry from Canadian ports with cargo for other Canadian ports in 1953. B-100,p.60
Canadian vessels in coastal trade on Atlantic Coast in 1954. B-100, pp.63-67
List and analysis of recommendations. Ex.#256

REGISTRY:
Reasons for registry under British flag. B-3, pp.2-3
Effects of British registry on Canadian shipping. B-3,p.4
Shaw Steamship Co. Ltd. suggests that if Canada Shipping Act is amended then Canadian vessels under U.K. or B.W. Indies registry should be allowed to transfer to Canadian registry. B-6,p.1
Registry of vessels carrying cargo for export from Pacific Coast, 1946-1953. B-36,p.2
Canadian-owned deep-sea ships registered in U.K. B-38,p.1
Percentage of volume of coasting trade according to ship registry. B-38,p.1
Commonwealth-registered ship's participation in coasting trade by regions. B-38,pp.2-3,5; B-111,pp.1-2 App. Table I
Registry of vessels in regular steamship lines between Nfld. and Canadian mainland. B-56,App. Ex.#II
Industrial conflict predicted if ships of Canadian registry are transferred to U.K. registry. B-80,p.25
Merchant fleet of Canadian registry engaged in foreign and coasting trades. B-82,p.7
Foreign built ships under U.K. registry engaged in coasting trade. B-82,pp.12-14
Foreign built ships under Canadian registry. B-82,pp.18-19
Canadian flag ships' participation in overseas trade, 1947-52. B-82,p.41
Ships of U.K. registry in coastal and inter-coastal trade of Maritimes. B-100,pp.32-33
Section 22, Canada Shipping Act provides that foreign-built vessels cannot be registered in Canada without consent of Minister of Transport. (Provision adopted to prevent dumping of over-age ships in Canada.) T. 495, 4241
"Park" vessels transferred to Panamanian registry. T.1209
See also - British Registry.

REGISTRY: (cont'd)
Lloyds' Register of shipping. T.2918
Comparison of cost of operating one Saguenay Terminals Ltd. vessel (10,000 tons) under Canadian registry one year and U.K. registry another year. Ex.#171,172, T.3339
Under British Commonwealth Agreement, U.K. built and registered ships allowed to participate in Canadian coasting trade duty free, and foreign-built, U.K. registered ships on payment of 25% duty. T.3826, 4241-42
Kent Lines Ltd. recommends clear-cut policy in respect to importation of ships to be registered in Canada. Ex.#164, T.4900-01

REGISTRY, FOREIGN:
Foreign vessels act as policemen and ensure that reductions in cost resulting from improved efficiency are passed on. T.1819

RIMOUSKI MARINE SCHOOL
RIMOUSKI, P.Q.:
Activities. B-10,p.1 Ex.#7, T.353

ROBELLI-SIROIS REPORT:
St. Lawrence waterway system. B-107,p.1
Maritimes and development of transportation with the rest of Canada. B-107, pp.1,2-3
Political and economic aims of Confederation and responsibility of Federal Government. B-107,p.3
Importance of transportation as a factor uniting Canada. B-107,pp.4-7

ROYAL COMMISSION ON CANADA'S ECONOMIC PROSPECTS:
Copy of brief presented by Government of Newfoundland (Chapter I,II, and X). Ex.#215, T.5062

RUSSIA:
See - Soviet Union

SAFETY:
See - Steamships Inspection Board
- Canada Steamship Inspection
- Safety Requirements.

SAFETY REQUIREMENTS:
In British ships. B-3,p.4
Tightening of operating standards. B-30,p.2
Problem of issuing Inland Water Certificates. B-49,pp.8-9
Regulations under Canada Steamship Act and Canadian Steamboat Inspection as applied to small fishing craft constitute a hindrance. B-67,p.1
Aids to navigation requested in Nfld. and Labrador. B-76,pp.11-15
Radio aids to navigation requested for Nfld. and Labrador. B-76,pp.16-19
Safety requirements considered as onerous. B-93,p.4
Steamship Inspection Board is revising safety regulations to conform with Safety of Life at Sea Convention Regulations of 1948. T.2340
See - Canada Steamship Inspection
- Steamship Inspection Board.

SAGUENAY TERMINALS LIMITED, MONTREAL: B-62
Transports finished products of Aluminum Company of Canada. B-62,p.3
Quebec provincial company wholly owned by Aluminum Company of Canada. T.3331
Has two divisions, one operating at Port Alfred, the other operating steamships mainly in deep-sea navigation. T.3331
Engaged in occasional coasting trade - (e.g., fluorspar from Nfld. to Port Alfred, coal from Sydney to Montreal). T.3332
Operates regular inter-coastal service, (Montreal-Vancouver and Kitimat). T.3333
Principal deepsea operation is movement of bauxite from S. America to Saguenay River. T.3334
98% of operations are in non-coastal trade. T.3335
In international trade owns 12 vessels of U.K. registry and charters 70 vessels - U.K., Norwegian, Italian, Greek, Liberian Panamanian registry. T.3336
In coasting trade, uses company-owned U.K. - registry ships. T.3337
In inter-coastal trade uses mainly company-owned U.K.- registered ships, but sometimes charters U.K. ships. T.3337

SAGUENAY TERMINALS LIMITED: (cont'd)
Does not use Canadian registered vessels because rates not competitive. T.3337
Comparison of cost of operating a Saguenay Terminals vessel (10,000 tons) under Canadian registry one year and under U.K. registry another year. Ex.#171,172, T.3339
Started inter-coastal service in 1952 and carried 10,000 tons; in 1953 - 40,000 tons; and only 20,000 tons in 1954 because of introduction of agreed rail charges. T.3343
Operates year round in inter-coastal trade - from Montreal in summer, Halifax and Saint John in winter. (12 trips per year). T.3344
If coasting trade restricted to Canadian-registered ships, all Saguenay Terminals ships would be excluded. T.3359
Prefers fleet, all of whose units are interchangeable, rather than having Canadian ships for coasting trade and non-Canadian for international trade. T.3362
Through traffic comprises one-third of company's coastal shipping. T.3364
Objects to Section V of Transport Act requiring proof of public convenience and necessity in order to obtain a license to operate in Great Lakes. T.3345-48, 3365-75
Has employed up to 10 U.K. flag ships on coastwise runs - mainly Montreal to Vancouver. T.3625
Opposes existing conditions precedent to obtaining a license under Transport Act to operate a water carrier service. Ex.#193
Deplores discriminatory use by railways of through rail and water tariffs. Ex.#193
Actual number of sailings during period 1952-1954. Ex.#193
C.P.R.foresees increased competition from Company on completion of seaway, especially in movement of lumber from west to east. T.4061-65
All vessels owned by company are on U.K. registry. Ex.#232, T.5253

SAILING TIME:
See - Steaming Time
- Time,Lost.

SAINT JOHN DRYDOCK COMPANY LTD., SAINT JOHN, N.B.: B-156
Endorses submission of Canadian Shipbuilding & Ship Repairing Association. T.1464
Owns and operates a drydock (1150 ft. long), built under arrangement between Canadian and U.K. Governments in 1923. T.1464-65

SAINT JOHN DRYDOCK COMPANY LTD.: (cont'd)
Canadian Government agreed to pay a subsidy of $247,500 a year for period of 35 years. T.1465
Expanded its activities in metal work prior to World War II. T.1465
Repaired and constructed ships during World War II. T.1466
Constructed another drydock to accommodate vessels up to 10,000 tons during World War II. T.1466
Strategic location of drydock. T.1467
Postwar operations confined to repairing and converting merchant ships and in connection with naval program. T.1467
Naval program now nearly completed has represented 90% of company's business during last 3 years. T.1467
British and foreign deep-sea ships carry out major repairs in foreign shipyards, only temporary repairs in Canada. T.1468
Employment has averaged 900 men during last 15 years, but this will diminish with completion of naval program. T.1470
Suggests that Furness, Withy & Company be allowed to continue their service. T.1472
Believes itself able to construct the ships required when seaway completed. T.1472
Subsidiaries: Standard Bridge Company and Saint John Iron Works, Ltd. T.1475-76
Does not foresee expansion of activities for subsidiaries which might compensate for diminished operations of principal company. T.1483
Wartime and prewar activities largely repair of deep-sea ships. T.1499
Prevailing wage $1.62 an hour to shipyard workers for 40-hour week, as compared with $1.47 for 45-hour week in Quebec. T.1510-11
Employment in Saint John Drydock Company was as follows: 1940, 559; 1945, 1163; 1950, 408 and 1955 1083. T.1536
Many workers have gone into other industries in Maritimes at lower wages than in shipyards. T.1537-38
Lack of shipbuilding orders causes deterioration of equipment. T.1544
Statement showing analysis of income of company and its subsidiaries from shipbuilding, ship repairing and subsidiary industries. Ex.#192
Of great importance to economy of Saint John because of large labour force employed. Ex.#208

SAINT JOHN, N.B.:
Hearings. T.1431-1603

SAINT JOHN MARINE TRANSPORTS, LTD.:
Service to Grand Manan. B-24,p.2

ST.JOHN'S, NFLD.:
Hearings. T.502-1087

ST.LAWRENCE RIVER:
Importance to Canadian and U.S. economy. B-80,pp.1-3
B-28,p.3
Traffic. B-49,p.1
Historical review of development of navigation facilities. B-84,pp.1-2
Present conditions and regulations. B-84,pp.3-4
Rowell-Sirois Report on St. Lawrence system. B-107,p.1 & 2
See - Coasting Trade
- Shipping
- Seaway

ST. LAWRENCE CORPORATION LIMITED; THREE RIVERS, P.Q.: B-159
Evidence, (Mr. C.D. Jentz) T.3063-70
Manufactures about 250 tons of paper per day. T.3064
Brings in about 250,000 cords of wood per year by water, some river-driven and some by schooners and lake-type vessels. T.3064-66
Uses Hall Corporation lake-type vessels for hauling wood and shipping paper to Great Lakes ports. T.3068
One cord of pulpwood weighs approximately 4,000 pounds net weight. T.3069
Ships up to 50,000 tons of paper by water for export and domestic market in a normal year. T.3068
Total production is over 200,000 tons per year. T.3068
Would probably ship more products by water if harbour facilities improved. T.3064
Uncertain as to effect extension of local harbour facilities proposed in City of Three Rivers brief (B-110) would have on company's water frontage. T.3063-64

ST.LAWRENCE SHIPOWNERS' ASSOCIATION INC., QUEBEC: B-49, 158
Evidence, Mr. A. Verge. T.2974-3014
Incorporated in 1936 to promote interests of shipowners engaged in coastal shipping on St.Lawrence River and the Gulf. T.2974

ST.LAWRENCE SHIPOWNERS' ASSOCIATION INC.: (cont'd)
Represents owners of about 200 diesel-powered ships, mainly registered in Montreal and Quebec, and averaging about 600 tons deadweight. T.2974, 2982-83
Most members individual shipowners, but several companies,- i.e. Clarke Steamship Co. Ltd., are members. T.2981-82
Judge Angers, case Cashin vs. The King, 4 DLR, 1935. T.2976
Recommends amendment of British Commonwealth Shipping Agreement restricting coasting trade to Canadian-registered and Canadian-operated vessels. T.2978-79
If above recommendations considered too harsh, recommends: (1) modification of Section 11 applying to vessels in Canadian home waters, (2) that every ship must obtain a coastal shipping license, (3) that owners of foreign ships be compelled to pay officers and men at Canadian scale of wages, (4) 25% ad valorem duty be increased to 50% for owners of foreign ships, (5) modification of Part XIII of Canada Shipping Act. T.2978-81
Memorandum to Premier Duplessis complaining that non-Canadian registered ships were transporting materials to Quebec Hydro project at Forestville. T.2977-78, 3005
Inquiry as to membership list, number of ships owned by each member, type of construction, published rates, etc. T.2981-83, 2997-98
One member, Captain Verrault, operates his ship in the Arctic, and several members operate around S. America in winter. T.2983-84, 2990-92
Ships mainly repaired in following shipyards; St.Joseph de la Rive, St.Lawrence Maritime Shipyards, Orleans Island, Quebec, Levis, Lauzon, Montreal. T.2984-86
All member ships are licensed under the Shipping Act, and under Transport Act. T.2986-87
Member ships serve from the Great Lakes to Nfld. T.2990-91
Generally, the members do not have a published scale of rates. T.2993-95
Quebec Shipping Agency (Agence Maritime de Quebec). T.2987-90, 2996-97
Majority of ships require from 4 to 13 men. T.2998-99

SASKATCHEWAN:
Activities of Federated Co-operatives Ltd. B-45
Net value of commodity production, 1948-52. B-90,p.1
Farm cash income, 1948-52. B-90, p.1
Importance of cheap transportation. B-90, pp.1-2
Production of principal grains in Prairie Provinces, and shipment from Fort William and Port Arthur, 1948-53. B-90,p.7
Opposition to eventual increase in rail rates on completion of seaway. B-90,p.5
See also - Saskatchewan Farmers Union
- Saskatchewan, Government of
- Saskatchewan Wheat Pool

SASKATCHEWAN FARMER'S UNION, REGINA: B-121
Brief. Ex.#66, T.2587
Represents 35,000 farmers in Saskatchewan and consists of over 1,000 locals. T.2588
Fears that Great Lakes shipping companies, on completion of seaway and with restrictions,might establish monopoly. T.2595
Union not supporting entry of foreign ships into Great Lakes. T.2594-95
Recommends establishment of Canadian transport authority to regulate all forms of transportation. T.2600-01
Recommends no change in Canada Shipping Act. T.2609
Urges federal government to provide financial assistance to shipbuilding and shipping industries for defence requirements. T.2610
Summary of arguments. T.2610-11

SASKATCHEWAN, GOVERNMENT OF, REGINA: B-90,120
Submission of Province of Saskatchewan to Royal Commission on Transportation - September 12, 1949, - Ex.#65, T.2509
If proven that Great Lakes fleet would disappear with U.K. competition then protection advised to ensure service. T.2519-20
Potential savings resulting from seaway may go to farmers if coastal trade not restricted. T.2524
Any increase in transportation costs might transfer marginal farms to submarginal category. T.2530

SASKATCHEWAN, GOVERNMENT OF : (cont'd)
Western Canada at disadvantage with Eastern Canada because industrial products are protected by tariffs and western primary products are not. T.2546-50
Favours maintaining status quo. (Term "foreign" used in brief means commonwealth shipping). T.2528-29
Recommends that central transportation authority be established to co-ordinate national policy for all types of transportation. T.2535-37
Opposes C.N.R. suggestion that shipping companies defray costs of harbours, wharves, etc., constructed in the past. T.2540
Fears increase in freight rates by railways, on completion of seaway to compensate for loss of traffic. T.2542
Request for central transportation authority implies regulation of water, trucking and rail transportation. T.2553-54
Railways should be subsidized to compensate for loss in traffic resulting from seaway. T.2653-65, 2570
Suggested to Royal Commission on Transportation 1951 that deficit subsidy be paid by federal government to railways to provide satisfactory services despite inadequate operating revenue, but suggestion rejected. T.2569-70
Deficit subsidy, if paid to railways, should be reviewed as traffic increases. T.2571-72
Recommends regulation of water rates if competition of non-Canadian ships is inadequate to establish fair level. T.2578
Objects to regulation of rates if such regulation apt to minimize competition and result in higher charges. T.2581

SASKATCHEWAN, GOVERNMENT OF, (DEPARTMENT OF AGRICULTURE)
REGINA: B-21
Requests amendment of Navigable Waters Protection Act, 1909. B-21

SASKATCHEWAN WHEAT POOL,
REGINA: B-122
Brief. Ex.#67, T.2602
Producer's co-operative organization with membership of 100,000 Saskatchewan farmers. T.2603
Operates 1,100 country elevators, 3 terminal elevators at Lakehead, livestock assembling and shipping service, flour mill, vegetable oil plant, and printing plant. T.2603

SASKATCHEWAN WHEAT POOL: (cont'd)
Carries on export business within framework of Canadian Wheat Board. T.2617
Recognizes need for shipbuilding industry for defence purposes and suggests maintenance should be a national responsibility. T.2638
Restriction of coastal trade would discriminate against western producers. T.2639-40
Recognizes need for Canadian vessels otherwise western farmers would be at mercy of world shipping. T.2646
Recommends maintenance of status quo. T.2648-49
Description of movement of wheat and other grain through Wheat Board from Prairie Provinces to U.K. T.2742-54

SEAMEN:
Trained in Great Lakes Service. T.348
Lake seamen competent for ocean employment. T.414
60% of British merchant ships said to be manned by Asiatics. T.423
Rimouski Marine School. Ex.#7, T.353
Montreal Trades and Labour Council claims it unfair that seamen should be thrown on the labour market as unskilled labourers when shipping declines. T.3652
See also - Labour
- Wages

SEAWAY:
Impact of British competition on Canadian shipping when seaway completed. B-1,p.2; B-12,p.3; B-23,p.1; B-30,p.5; B-73,p.3; B-82,p.17; B-107, pp.7-8
Amendment of Canada Shipping Act should not await completion of seaway. B-16,p.2; B-28,p.12; B-80,p.2
U.K. shipyards ready to build special-type vessels. B-25,pp.4-5
Probable effects upon present trade patterns. B-28,p.4;, B-80,p.16
Costs of construction and probable benefits. B-28,p.10; B-30,p.5
Effects of foreign competition,
- on Great Lakes shipyards. B-30,p.3
- on Canadian shipyards, B-81,pp.4-5 B-82,p.17
Effects on coastal and overseas shipping of B.C. B-36,p.10
Direct exports from and imports to Great Lakes area. B-38,p.3

SEAWAY: (cont'd)
Canadian shipowners have little to fear from competition of Commonwealth ships in B.C. waters and Great Lakes. B-38,p.3; B-62,p.3; B-82,p.17
Savings in grain transportation. B-82,p.16; B-90,p.3
Increased repair work in Great Lakes shipyards. B-38,pp.5-6
Benefits to coasting trade. B-38,p.6
Expected reduction in transportation costs for aluminum. B-41,pp.1-2
Impact of U.K. competition on shipbuilding. B-43,p.1
U.K. participation in Great Lakes traffic unlikely. B-44,p.2
Advantages to wheat growers. B-44,p.3; B-45,p.1
Types of ships to be used. B-58,p.6; B-77,p.2
Increased volume of cargo movement. B-62,p.1; B-89,pp.11-12; B-110,p.4
Restrictions would wipe out benefits expected. B-62,p.2; B-69, p.1; B-77,pp.1-3
Increase in transportation facilities for greater international trade. B-65,p.2; B-89,p.11
Difficult to predict traffic patterns and adaptability of shipoperators and shipbuilding. B-69,p.2; B-71,p.6
Advantages to pulp and paper industry. B-71,p.3
CCL urges that restrictions be imposed on coasting trade before seaway completed. B-75,p.6
Adverse effects on Maritimes and B.C. B-75,p.6; B-100,pp.11-12 T.79-80, 102-04
Impact upon internal and external trade. B-77,pp.2-3; B-89,pp.11-12
Absence of restriction would increase competition among various transport industries. B-77,p.5
Impact of seaway upon shipbuilding. B-77,pp.8-9; B-79,pp.9-10
Coasting trade a Canadian heritage. B-78,p.2
Impact of seaway upon shipping. B-79,pp.9-10
Development of North America. B-80,pp.1-3
Lower cost of freight. B-80,pp.8-9; B-89,p.11
Probable effects on coastal shipping assuming no change in law. B-80,pp.9-10
If U.K. ships allowed to participate freight rates on agricultural products will probably fluctuate. B-80,pp.17-18
Present navigation conditions and existing regulations on St.Lawrence. B-84,pp.3-4

SEAWAY: (cont'd)
Adverse effects upon Port of Montreal if coasting trade not restricted. B-84,pp.5-8
Lower freight rates may adversely affect railways. B-87,p.4
Short and long-run effects. B-90,p.5
Possible increased disequilibrium in traffic between east and west. B-89,pp.12-13
Effects on port of Quebec. B-89,pp.13-14
Diversion of traffic from railways to water carriers will not increase Canada's national income. B-92,pp.4-5
Seaway users should pay tolls and costs of improved port facilities. B-92,p.8
Need to train Great Lakes seamen for competition. B-95,p.3
Maximum freedom of competition and minimum restrictions needed if benefits are to be gained. B-96,p.1
Problem of adapting Great Lakes fleet to new shipping services. B-95,p.4
Need for improved public docks at Lakehead. B-96,p.2
Possibility of building ocean-going ships in Great Lakes shipyards. B-99,p.2
Broader competition to prevail between railways and water carriers. B-92,pp.1-2
Plans of foreign countries to participate in seaway traffic. B-107,pp.7-8
Differential tolls advocated by National Council of Shipyard Unions. B-107,p.9
Increase in inter-coastal trade. B-111,p.3
Economic impact. B-112,pp.4-5
No benefit for public if Great Lakes carriers have a monopoly. B-112,pp.3-4,6
Expected savings. B-112,pp.5-6
May endanger Canadian shipbuilding and shipping in Great Lakes area and create unemployment. T.180-181
May reduce transportation costs. T.219
Will rates to Nfld. increase? T.262-66
Will render smaller ships obsolete and vessels of 10,000-12,000 tons will have to be replaced. T.239
Might reduce cost of wheat transportation by 5 cents a bushel, T.273
Canadian shipowners anticipate that, on completion of seaway, non-Canadian vessels will limit activities to direct carriage of overseas imports and exports. T.301-02
Bulk trade, notably grain, will not attract foreign operators. T.303

SEAWAY: (cont'd)

No incentive for deep-sea vessels to enter seaway as long as ocean rates high. T.304
Will increase direct shipments from western and central Ontario to and from foreign ports. T.305
Possible shift of traffic from rail to water. T.305
Will not harm shipping industry. T.338
U.K. or foreign ships can go to Lakehead and load grain for export.T.345
See also - Canadian Shipowners' Association.
400 ft. ships will cease to exist. T.392-393
80% of canal-sized vessels will be scrapped and replaced by larger ships. T.393
Elimination of grain transfer at Port Colbourne, Kingston and Prescott will reduce costs. T.394, 475
Grain will be shipped through to Montreal in large ships instead of stopping at Georgian Bay ports.T.401
600 foot ships on Great Lakes when seaway completed. T.435
On completion, CSL ships likely to carry grain to Montreal and Quebec and return with iron ore from Seven Islands. T.444
On completion, coal transportation costs on Great Lakes and St. Lawrence River will diminish with use of larger ships. T.445-46
U.S. farmers may export grain through seaway. T.476-77
N.M. Paterson & Sons Ltd. anticipates construction of grain elevators of 5-10 m. bushels capacity at Montreal. T.477
N.M. Paterson & Sons Ltd. may, if no protection provided on completion of seaway, register its ships elsewhere in the Commonwealth. T.480
N.M. Paterson & Sons Ltd. claims it is too early to predict most economical size of vessel for use in seaway. T.485
N.M. Paterson & Sons Ltd. believes it can compete more easily with U.K. than with foreign ships when seaway completed. T.490
Canadian ships can compete with U.S. ships in trans-boundary trade because of higher American wages. T.491
Dominion Marine Association has no objections to U.K. or foreign ships participating in direct foreign trade through seaway and in Great Lakes. T.497
On completion of seaway, ships returning from Nfld. might carry cement, gypsum, etc., which would reduce freight rates. T.568
Might increase volume of shipping to and from Nfld. which would lower rates if competition unrestricted. T.732

SEAWAY: (cont'd)

Despite construction of seaway and improvements in Canadian ships, U.K. ships will still have cost advantage in trade between Great Lakes and Nfld. T.917
As Nfld. merchants require frequent service, small ships will continue to be required en route between Great Lakes and Nfld. T.919
Will adversely affect Nova Scotia because ships carrying iron ore westward from Seven Islands will probably carry coal and steel eastward from Great Lakes region to St. Lawrence River ports. T.1149-50
Will benefit Nova Scotia by facilitating shipments of lumber, pulp and newsprint. T.1150-51
On completion, U.K. crews will probably demand wage equality with U.S. and Canadian seamen. T.1177
Maritimes may be adversely affected because port business will diminish and industrial concentration in Upper Canada will increase. T.1218-19
On completion of seaway, if no restrictions introduced, increased U.K. participation in coasting trade might eliminate existing services, and repair work on east coast would diminish because British ships are generally repaired in U.K. T.1284
If special treaty concluded with U.S.A. restricting use of all coastal waters between U.S.A. and Canada, then seaway should be beneficial to Maritime shipping (Lunenburg Foundry Co.). T.1305
P.E.I. expects to benefit from seaway by marketing more manufactured goods in central Canada and U.S.A. T.1372
May extend scope of agreed charges benefiting P.E.I. T.1372
Exclusion of U.K. ships on completion of seaway might lead to elimination or increase of agreed charges on P.E.I. potatoes. T.1391
Completion of seaway may open new markets for P.E.I. potatoes in U.S.A. and central Canada because of lower transportation costs. T.1407
May lower cost of transportation on lumber from Maritimes to central Canada. T.1441, 1453
Address by Hon. Lionel Chevrier to Canadian Association of British Manufacturers and Agencies, Toronto, April 15, 1955, on progress and probable effects of seaway. File 80-1
Effects of seaway on western Canada, Fort William and Port Arthur. T.1609-10
Effects studied by Port Arthur Chamber of Commerce. Ex. 41, T.1612
On completion, Great Lakes carriers will retain advantage over foreign ocean ships in transporting wheat. T.1622

SEAWAY: (cont'd)

Potential saving on grain transportation likely to be passed on to foreign buyers. T.1631

Foreign ocean ships operating on 35 foot basis unable to enter Great Lakes. T.1633

U.K. ships may not participate to large extent on Great Lakes because British crews may demand Canadian wages. T.1637

On completion, anticipate increased shipping and, if coasting trade restricted, ship repair work will increase also. T.1654

Great Lakes carriers, although more suitable for seaway than U.K. vessels, would still be unable to compete because of latter's lower capital and operating costs. T.1675

Report of Port Arthur Chamber of Commerce, July 1955, "What does the regulation of Canadian coastal trade on the Great Lakes and St. Lawrence River mean to our friends on the Prairie?" T.1683

Will allow big upper lakers (600 feet long) to go to Montreal. T.1685

British participation could mean stronger competition resulting in lower profits, curtailed services, and eventually increased rates on Great Lakes. T.1687

Small vessels will disappear (255 feet). T.1690

Small boats will continue to operate. T.1697

Will lower operational costs of vessels for following reasons: (1) economy of scale-larger ships; (2) upper lakers will traverse longer distances; (3) with larger vessels passage time through canals and locks will be reduced; (4) reduction in insurance rates. T.1767-68

U.K. and other foreign ships will provide competition, possibly resulting in reduced rates. T.1773, 1775-77

Construction activities in Great Lakes shipyards will be stimulated because of: (1) need for larger ships, (2) canallers to become obsolete, (3) growth of coasting trade, (4) prospect of building ocean-going ships. T.1778-80

No fear of foreign competition if Canadian ship operators adjust rates to reflect savings resulting from seaway. T.1787

Only actual market conditions will determine who will benefit by possible savings on transportation of grain. T.1803

Great Lakes overseas trade will expand. T.1806

SEAWAY: (cont'd)

No guarantee that Canadian ship operators will reduce rates because of benefits received from seaway. T.1817-18

Dr. Mayer recommends that seaway facilities providing direct benefits be financed by users and thos resulting in indirect benefits be financed by the government. T.1842-43

Also recommends that defence aspects of seaway be charged against national budget and commercial aspects be based on self-liquidating principle. T.1844

Railway traffic may decrease relatively but total traffic will increase because of general economic expansion. T.1882-83

May reduce rail rates. T.1884

Bulky commodities from Eastern Canada may be shipped to B.C. via Panama Canal. T.1940-41

B.C. lumber will be increasingly shipped by water unless freight rates adjusted. T.2196

Will tend to encourage movement of grain from Saskatchewan towards Atlantic Coast if savings in transportation realized. T.2511

"Grain-shed" now in Saskatchewan may move west on completion of seaway. T.2511

On completion, direct shipment of grain from Lakeheadto Europe likely to increase. T.2516

Potential savings resulting from seaway may go to western farmers if coasting trade not restricted. T.2524

Loss of rail traffic to water transportation may be only temporary. T.2538

Railways should receive subsidy assistance to compensate for loss in traffic resulting from seaway. T.2563-65, 2570

Savings in grain rates resulting from seaway estimated by U.S. Department of Agriculture at 5 to 7 cents per bushel. T.2590

Effects of ocean-going vessels on Canadian coastal operators can be ascertained only after seaway in operation several years. T.2607

Should improve competitive positio of prairie farmers on world market and increase volume of incoming consumer goods. Both factors providing more business for Canadian ship operators and compensating for increased competition from foreign ships. T.2608

Ocean-going vessels cannot compete successfully with Great Lakes carriers because carriers have advantages of proximity and specialization. T.2621-22

SEAWAY: (cont'd)
Too early to assess results of seaway on Great Lakes shipping and shipbuilding. T.2630
Mr. W.J. Fisher of Canadian Shipowner's Association, predicts that Great Lakes carriers engaged in bulk trade will be able to withstand competition from ocean-going vessels. T.2659
Interprovincial Farm Union Council suggests seaway be regarded as international waterway like Panama Canal. T.2719
Excessive competition resulting from unrestricted participation in coasting trade might deprive Canada of reliable shipping service in the Lakes. T.2778
If coasting trade restricted, on completion of seaway, Great Lakes operators might not reduce rates as much as if there were foreign competition. T.2784
St.Lawrence Deep Waterway Treaty, 1932 (preamble) Ex.#12,pp.5-6
Alberta Federation of Agriculture sees seaway as link for uniting Prairie Provinces with the sea. Ex.#64, p.9
Report of City of Port Arthur Transportation Committee on deep water situation as at Nov.20,1954 at Canadian Lakehead (minimum depths at present time, under "St.Lawrence Deep Waterway Plan", and "All Canadian Plan" from Montreal, and eastbound from and westbound to Lakehead). Ex.#41
Will permit foreign ships to enter Great Lakes, and permit Great Lakes ships to make their way to St.Lawrence and Atlantic ports. T.2820
Will improve position of port of Quebec. T.2821
Competition from trans-Atlantic vessels in Great Lakes after seaway completed. T.2843-46
Effects on shipbuilding and ship-repairing. T.2899
Effect on shipbuilding - more construction and repairs. T.2898-9, 2958
Effect on development around Great Lakes (U.S. opinion). T.2954
Effect on Davie Shipbuilding Ltd. T.2957
On completion, competition between Great Lakes and St.Lawrence shipyards will increase. T.2957
St.Lawrence Municipal Bureau of City of Montreal studying effects of seaway on Montreal. T.3076
Maximum dimensions for vessels using inland waterway and for Great Lakes ships travelling as far as Prescott. T.3078

SEAWAY: (cont'd)
May result in increased competition from U.K. ships in inter-port domestic trade. T.3078
Canadian shipping industry may disappear if unable to meet increased competition because of high costs. T.3079
Canada's large investment in opening inland waterway to U.K. and foreign ships warrants measures placing Canadian ship on equal competitive basis. T.3082
Unless coasting trade open to foreign vessels there will be shortage of ships on completion of seaway, as 65% of present canal boats are from 35 to 60 years old and ready to be scrapped. T.3171
A.E. Watts Ltd. recommends that coasting trade be restricted to Canadian-built and registered ships, because, on completion of seaway, Lake vessels may not only be built in Europe but return there for repairs. T.3238
Canadian Marconi Co. recommends early revisions in British Commonwealth Merchant Shipping Agreement so that foreign shipping will know where they stand in respect to seaway. T.3245
If coasting trade not restricted on completion of seaway Canadian Marconi Company anticipates decrease in business because: (1) foreign ships carry own radio-telephone equipment, (2) fewer Canadian ships. T.3252
Lake carriers will be replaced by larger ocean-going ships of deeper draught. T.3258-59
Questionable if U.K. ocean-going package freighters (10,000 tons) will operate in Great Lakes on completion of seaway because of: (a) success of specialized lake carriers, (b) loading and unloading equipment designed for carriers. T.3351-54
Non-Canadian competition will eliminate Canadian ships from Great Lakes. T.3650
U.K. ships will compete successfully with Canadian lakers in bulk goods trade. T.3660
Would benefit pulp and paper industry (1) wider supply range for raw materials (pulpwood, coal, sulpher), (2) facilitate movement of finished products to Canadian and U.S. destinations, (3) render overseas markets accessible to Great Lakes mills. T.367-72
Unless seaway produces lower transportation costs there is little justification for expenditure. T.3672

SEAWAY: (cont'd)

Coal, pulpwood and sulphur may be shipped via seaway to mills on Great Lakes. T.3687

With seaway the round trip from Lakehead to Montreal (14 miles per hour) should take 14 days. T.3691,3725

Larger U.K. ocean-going package freighters will not be threat in Great Lakes coasting trade after seaway completed because:(1) they are designed to carry cargo speedily from Lake ports overseas, (2) uneconomic to load and unload limited quantities of coastal cargo, (3) license required from Board of Transport Commissioners. T.3738

Doubtful if U.K. ocean-going tramp ships could compete with large specialized lake carriers on completion of seaway. T.3739

U.K. registered ships moving ore from Labrador to American lake ports via seaway not likely to pick up grain at Lakehead on return because of: (1) short ore moving season, (2) shipper's commitments to meet urgent steel refinery needs, (3) ore carriers time-chartered to steel companies are not free to carry other cargo. T.3777-78

U.K. shipping interests, keen to participate in Great Lakes coastal trade once seaway opened, are considering design of most suitable ship. T.3795-96

Will effect savings in transportation costs only if: (a) Montreal Harbour developed to unload large vessels, (b) new storage facilities constructed at Montreal, (c) congestion eliminated in Welland Canal (d) toll system administered wisely. T.3806-21

Increased shipping may worsen congestion in Welland Canal. T.3819-20

Small canallers will continue to be used on completion of seaway to carry bulk cargo in small lots. T.3856

Will limit usefulness of smaller vessels, T.3867

Fear U.K. tramp steamers will undercut Canadians on bulk cargoes when seaway opened. T.3918-28

Reduced transportation charges for grain will prevail only if;(a) large upper lakers used, (b) transshipment points by-passed (c) tolls reasonable (d) facilities in St. Lawrence ports improved. Ex.#99

Completion will not mean increased competition of U.K. ocean-going tramps in Canadian coastal trade because of limited draught. Ex.#116

Statements showing rail traffic that will be exposed to water competition on completion of seaway. Ex.#119 & #125, T.3957-73, 4049-54, 4057-70, 4109-23

SEAWAY: (cont'd)

Larger ocean-going ships will be able to enter seaway. T.3961

Failure to establish suitable competitive framework for transportation after seaway opens would seriously effect economy. T.4088 91

Effect of seaway on movement of grain by rail. T.4111-23

Marine Industries Ltd., expects increased traffic on St.Lawrence and Great Lakes when seaway completed. T.4360

Industrial Committee of Simcoe Count expects trend towards building large bulk carriers with lower-per-bushel labour cost. T.4391

Owen Sound Chamber of Commerce believes Owen Sound may suffer from increased foreign competition on Gre Lakes once seaway opened. T.4410-11

Benefits would not counterbalance losses suffered from disappearance c Canadian shipping in Owen Sound area T.4413

Mayor of Collingwood expects increas foreign participation in Great Lakes trade on completion of seaway will result in unemployment for Collingwood seamen. T.4450-51

When seaway completed, Great Lakes ships may be built in U.K., leaving only repair work for Great Lakes shipyards unless coastal trade restricted. T.4455

Great Lakes shipyards well located from protection angle and with opening of seaway could build and delive merchant ships and warships quickly. T.4457

With opening of seaway, elevators in Georgian Bay ports will be used for storage purposes and for transporting grain at busy times when it cannot be handled by eastern elevators. T.4459-61

Collingwood and Midland shipyards willing to meet competition from other Canadian yards when seaway opened. T.4471-72

Hamilton Chamber of Commerce believe Hamilton will benefit from seaway. T.4530

Canadian Shipping and Marine Engineering News believes, if status quo retained in coasting trade on completion of seaway, U.K. participation will increase with new markets more readily accessible. T.4628

Even if coasting trade restricted on completion of seaway, shipping costs will be reduced. T.4640

On completion, Can-registered, foreig built bulk carriers will compete successfully with U.K. and foreign vessels in coasting trade: (1) large vessels, (2) U.K. wage differential will disappear. T.4665-66

American ships carrying ore from St. Lawrence ports via seaway to U.S. Great Lakes ports may return with coal to Montreal. T.4676

SEAWAY: (cont'd)

Ocean freight rate fluctuations may be reflected in Great Lakes and St. Lawrence rates on completion of seaway. T.4687

Britain's capacity to earn dollars in Great Lakes coasting trade and international trade will increase because larger vessels will be used.T.4728-32

Canadian Federation of Agriculture would expect few direct shipments of grain on U.K. vessels from Fort William to England after seaway opens. T.4734-35

Grain may move from Fort William to Montreal at cost on completion of seaway. T.4734-48

Speed and capacity of specially-constructed large bulk carriers will offset advantages of U.K. ships after seaway opened. Ex.#161, B-127,p.7

Alberta Government claims it would be incongruous after spending millions on seaway to reduce its benefits by protective measures. T.4767

Alberta opposes decision on coasting trade before seaway is completed. T.4787

Windsor Chamber of Commerce favours free comoetition if Windsor to benefit from its location on seaway. T.4847

Increase in traffic estimated at 30 m. tons on completion of seaway, and after 10 years - 60m. tons. Ex.#161, B-127,p.10

CSL favours ship of 44 foot depth as most suitable to go in or out of Great Lakes on completion of seaway. T.4980

Diesoloil facilities will be provided in Great Lakes area when seaway completed. T.5009

In spite of view that 80% of canallers will be scrapped after seaway opened, Capt. Misener recently bought 6 old canallers to balance his upper lake tonnage. Ex.#165, T.5119-20, 5124-25,5249

Drydocking regulations may become more stringent when lake vessels start running to Seven Islands. T.5223-24

Kent Lines Ltd. believesthat ocean-going ships may be used to carry pulp from Maritimes to Great Lakes via seaway. T.5307

Will benefit Toronto Harbour with more: (1)direct overseas shipments; (2) trans-shipments to Great Lakes ports; (2)trade with Maritimes. Ex.#155

St. Lawrence Municipal Bureau of Montreal advocates surcharge to equate costs of U.K. and Canadian shipping in inland St.Lawrence system.Ex.#186

Letter from U.K. shipbuilding firm offering, in view of seaway, to convert Branch Lines Ltd. canallers from steam to diesel operation during winter and to charter such vessels for subsequent off-seasons.Ex.#188

If coasting trade restricted national benefits of seaway would be negated. T.5565

SEAWAY: (cont'd)

Upper lakers should be able to compete with U.K. vessels upon completion of seaway. T.5594

Will increase competition between railways and shipping. T.5639

Purpose is to open the sea lanes leading to centre of U.S.A. and Canada t international traffic. T.5702

Port of Montreal will become a trans shipment port for increased direct international shipments from and to Lake ports. T.5709

Restriction of coasting trade would negate the advantagesto Canada of international trade on the seaway.T.571

Will reduce freight rates on Great Lakes irrespective of government policy on coasting trade. T.5720

Will increase U.K.'s dollar earnings. T.5720

Will benefit wheat producers by savings resulting from through carriage of wheat in large lakers. T.5888-89

Will present new basis of calculation for comparing ocean and lake grain freight rates. T.5910

General Council of British Shipping doubts if U.K. owners will invest in large laker-type vessels for service on seaway. Ex.#213

Expects on completion of seaway only a small differential in operating costs of U.K. and Canadian vessel in regular Great Lakes trade because of (a) bonuses to U.K. crews. (b)cost of transporting crews to and from Canada, (c)administrative costs, (d) repairs, drydocking, insurance and depreciation, same as for Canadian ship. Ex.#213

General Council of British shipping believes that U.K. ocean-going ship of moderate size could not compete with large laker in Canadian coastin trade, but could provide valuable adjunct to movement of iron ore and grain through seaway seeking occupation elsewhere during off season.Ex.#

SELKIRK:

Copy of regulations governing marine slip at Selkirk,Manitoba. Ex.#239,T.5

SEVEN ISLANDS:

List of existing upper lake bulk vess capable of trading to Seven Islands c completion of seaway.(CSL) Ex.#247

Above-mentioned ships, if exclusively engaged in Seven Islands ore trade, could move 7 m. tons of ore to Hamilton and Lake Erie ports in one seas Ex.#247

See also - Iron and Steel Industry
- Iron Ore Company of Canada
- Iron Ore Transport Co.Ltd.

SHELTER DECKS:

Description and significance of vesse with open and closed shelter decks. (Mr.Lowery). T.5005-07

SHIPBUILDING:
Purchase of components from abroad. B-5,p.1
Effects of limiting coasting trade to Canadian-built ships. B-7,p.1
Costs. B-28,p.22
Wages of U.K. and Canadian shipyard workers. B-35,p.1
Differential costs of production in B.C. B-36,pp.8-9
Construction during World War II. B-52,p.1
By regions. B-103,App.E, p.22
If coasting trade limited to Canadian-built vessels it does not follow that Canadian shipyards will obtain more business (Canadian Shipping Federation). B-65,p.2
Importation of second-hand ships from U.S.A. B-73,p.2; B-80,p.29
Reduction of wages not a practical solution for present difficulties. B-75,p.3
Overhead and profit percentage of net value of production. B-75,p.3
Solution of difficulties lies in additional output from shipyards. B-75,p.4
Naval program not sufficient. B-77, pp.8-10
Effects of seaway on shipyards. B-77, pp.8-9
Significance of shipbuilding in relation to direct and indirect employment and to other related industries. B-79,pp.1-3; B-106,p.7
Shipbuilding no longer a seasonal employment. B-79,p.3
Activities of Davie Shipbuilding Ltd., since end of World War II. B-79,pp.7-9
Nature of shipyard operations. B-80,p.27
Specialized vessels built in Canadian shipyards. B-80,pp.27-28
Canadian shipyards cannot exist on repair and naval work alone. B-80,p.28
Poor prospects for Canadian shipbuilders. B-81,p.4; B-82,p.19
Present orders in shipyards. B-82,p.14;
By regions. B-101,p.20; B-111, App.Table VII
Importation of foreign-built ships. B-82,pp.18-19
Gross tonnage of ocean-going vessels launched in principal countries, 1913-45. B-82,pp.21-22
Conditions that must be complied with for healthy shipbuilding. B-82,pp.31-34
Value of construction since War II B-82,p.36
B-101,pp.18-20; by regions B-111,p.4,App. Table III
Deliveries of ships, 1943-53. B-82,p.38
Examples of orders for ships placed abroad. B-82,p.5

SHIPBUILDING: (cont'd)
Employment and value of constructic 1952. B-89,p.16
Fluctuations in construction and effects on Quebec economy (Quebec Chamber of Commerce). B-89,pp.17-19
The following references to Brief 101 are to the English version.
History of shipbuilding. B-101,pp.2-7
Ships built in Canada for foreign countries. B-101,pp.6-7,2
Employment, 1939-54. B-101,pp.8-12 B-102, App.F,p.23
Merchant ship construction in Canad and other countries 1950, 1953. B-101,p.13
Tonnage of merchant vessels built in Canada and other countries, 1931-53. B-101,pp.14-15
Orders for ships in Canada and othe countries, 1952, 1953. B-101,pp.16-17
Percentage of ships of 25 years and older in Canada and other countries and potential replacement requirements. B-101,p.26
Need for subsidies. B-101,pp.22,23
Annual averages of weekly wages and salaries by regions, 1939-54. B-101,pp.25-26
Shipbuilding and effects on related industries. B-101,p.39
Shipbuilding work in U.K., U.S.A., and Italy. B-101,pp.40-41
Shipbuilding industry to be covered by Industrial Relations and Dispute Investigation Act, 1947. B-101,p.80
Significance of B.C. shipyards in local and national economies. B-103,pp.4-5
B.C. shipyards in World War II. B-103,pp.5-7, App.A
Post-war depression in B.C. shipyards. B-103,pp.8-10
Because of disappearance of ocean fleet, coasting trade assumes new significance for Canadian shipyards B-103,pp.10-12
Ships built in U.K. for Canadian owners. B-107, App.II, p.15
Shipbuilding in B.C. as compared with other regions, 1938-53. B-111,pp.3-6; App. Table II
Value of work in shipyards distributed by type of work, 1938,1943, 1946-53. B-111,p.4; App.Table IV
Naval program, 1946-53. B-111,pp.4-5, App. Table V.
Ship repairs and conversions, 1953, by regions. B-111, App. Table VI
Capital repair and maintenance expenditures of Canadian shipbuilding industry, 1948-53. B-111,p.5 App. Table VIII

SHIPBUILDING: (cont'd)
Nucleus for shipbuilding industry. B-30,p.3; B-77,p.9; B-38,p.7; B-52,pp.1-3; B-60,p.1; B-111, p.6; B-89,pp.18-19, B-49,p.7
Shipyards in Great Lakes. B-30,pp.1-2
Burrard Dry Dock Company Ltd., B.C. B-54,p.1; B-103,pp.1-2
Victoria Machinery Depot Company, Ltd., B.C. B-54,p.1; B-103,pp.1-4
Collingwood district shipyards. B-63,pp.1-2
Midland shipyards. B-64,p.1
Port Arthur Shipbuilding Company, Ltd. B-73
Yarrows, Ltd. shipyards, B.C. B-103,pp.1,3-4
Saint John Drydock. B-16,p.1
Divergence of interests between shipping and shipbuilding industries. T.77-78
Reference to IDT below are to the unofficial translation of Vol.I, Part B of Transcript (CCCL submission)
Postwar production in Canada, compared to other countries. IDT 14-17
U.S. shipyards in worse condition than Canadian yards. IDT-18
Canada's rank among shipbuilding countries. IDT 19-20
Ocean vessels - representations of CCCL not relevant to terms of reference. IDT 20-21
Canadian shipyards competent to build ocean-going ships. IDT 22
Shipbuilding in Great Lakes should be subsidized (CCCL). IDT 23
Canadian merchant fleet should be able to carry 50% of Canadian exports and imports (CCCL). IDT 23
List of Nfld. boat builders capable of turning out 70 foot passenger harbour craft (Letter of June 11, 1951 from Rendell to Hall). File 80-1
CCCL suggests that "Canada is the only shipbuilding country in the world which allows its maritime industry to become disintegrated", but indicates that in 1932 Canada's share of world's expenditure for shipyards amounted to 7/10 of 1%, and that in 1953 it has increased to 9/10 of 1%. IDT,p.18
CCCL claims that Canadian shipyards can compete effectively with foreign shipyards. IDT,p.22
CCCL maintains that Canada can build ships economically and sell them abroad because of modern methods of production and shorter time of construction. IDT,pp.32-34
Canadian shipbuilders could compete with those of U.S.A., Denmark, France, Italy, etc., if assisted by similar protection subsidies, etc. T.182-8

SHIPBUILDING: (cont'd)
Shipbuilding and Ship Repairing Association, oral submission. T.216-88
Vessels imported for coasting trade, 1950-54. T.218
Recommendations of Canadian Shipbuilding & Ship Repairing Association. T.219
Association recommends no interference with ships in Canadian ocean trade. T.219
Cheapest shipbuilding is found in Japanese, Italian, Danish, Dutch and German yards. T.224
How will seaway affect Canadian shipbuilders? T.225
Changes in shipbuilding since World War II (Mr. McLagan). T.230
Special characteristics of labour employed, training, continuity. T.230-33
Efficiency in Canadian shipbuilding industry. T.235
Efficiency and costs. T.235-236
No exemptions should be allowed from coastal restrictions. T.237
Reducing overhead lowers cost of government work in shipyards. T.238
To restrict coasting trade to Canadian-built vessels would not be hardship on U.K. shipbuilding industry. T.238
Seaway will make smaller ships obsolete and vessels of 10,000 - 12,000 tons will have to be replaced. T.239
Sequence of orders required to keep shipyard employed. T.240-242
Orders in hand in Canadian shipyard July 1955. T.242-243
Shipbuilders' Association proposals involve no new direct burden on taxpayer. T.244
Ships built in Canada cost 45% to 50% more than those built in U.K. (Mr.Lowery). T.248
Nucleus of employment extends to other industries, e.g., turbines, gears, pumps, generators, etc. T.250
Unless there is shipbuilding there will be no ship repairing facilities T.250-251
Restriction of coasting trade to ships of Canadian registry would stimulate ship repair business. T.251-252
Size of nucleus for defence purposes T.253-255, 257-259
Larger ships will be needed on Great Lakes on completion of seaway and ships of 10, 15 thousand tons will disappear. T.257
Special problems for each coastal region. T.259-260
Mr. McLagan argues against regional discrimination. T.259-260

SHIPBUILDING: (cont'd)

Nfld. - no justification for special treatment. T.260-261

Lakers and coasting vessels could be built in U.K. and brought out to Canada (Mr.Lowrey). T.272-273

Cost of restricting coasting trade might be more than offset by prospective economies resulting from seaway. T.275

Support for shipbuilding industry should be regarded as defence cost. T.277

Canadian shipyards can build ships for future requirements of seaway but capital cost at least 50% over U.K. ships. T.917

Cost of construction not only consideration in building ships for export. Canada has built numerous ships to foreign orders since 1945. T.1182-83

Government refused permission to build ships in Canada for Soviet Russia, in 1954. T.1186

Maritime Marine Workers' Federation favours acceptance of foreign orders for ships irrespective of political considerations. T.1188

Devaluation of sterling in 1949 reduced by 30% the labour cost in all U.K. products. T.1189

If Canadian shipyards were also building deep-sea ships, cost of construction of coastal vessels would decline. T.1296-98

Difficult to buy small second-hand ships (below 500 tons) in Canada. T.1340

Price quoted by Canadian shipyard for small ship was 40% higher than U.K. quote. (Capt. Himmelman) T.1340-41

Government assistance to fishing industry concerning construction of fishing vessels abroad adversely affects Atlantic shipyards. T.1468-69

Restriction of coasting trade to ships registered and built in Canada could preserve shipyards for national emergency. T.1469-70

If coasting trade limited to Canadian-built and registered ships, Canadian shipyards might be busy for 3 years, and after this peak their activities would be maintained by repair work. T.1485

If ships engaging in Canadian coasting trade were required to have repairs made in Canada, it would assist Canadian shipyards, but this regulation would be difficult to administer. T.1485-86

SHIPBUILDING: (cont'd)

Subsidies to Canadian shipyards without restriction on coasting trade would have limited value, because foreign ships would continue to be repaired elsewhere. T.1491

Unless increased orders for ships result from seaway there will not be enough work to maintain present shipyards. T.1496-97

Present shipbuilding industry could meet demand for ships assuming that restrictions were introduced. T.1497

40% differential in cost of construction between Canadian and U.K. ships described as reasonable. T.1497

Absence of deep-sea ship construction in Canada because of:
(a) cost of construction ;
(b) cost of operation. T.1501

Training a shipyard worker takes about 4 years and when there is no work it means a loss to employer. T.1527,2315

Lack of stability in shipbuilding industry, not merely wages, contributes to high cost of construction. T.1571-72

Release of skilled men as result of diminished activities in shipyards detrimental to industry. T.1572-73

Wages paid to employees in B.C. shipyards higher than in Eastern yards, but Western shipyards in competition with east have often had lower tenders, which indicates that wages are not necessarily main factor in differential costs. T.1573-74

Delivery of ships from Canadian shipyards sometimes delayed because certain parts are imported from U.K. or U.S.A. T.1575

National Council of Shipyard Unions recommends: (1) increasing productivity, (2) improving types of craft, (3)providing government assistance. T.1581

Pre-eminence of Canada in building wooden ships. T.182

German and Japanese-built ships might be imported more cheaply than U.K. vessels, even after payment of 25% ad valorem duty. T.1644-A

Midland yards closed because of lack of work. T.1644-C

Without protection Great Lakes shipyards will have less repair work. T.1644-C

During winter Great Lakes yards have little repair work. T.1644-C

SHIPBUILDING: (cont'd)

Devaluation of currencies and wide differences in wages impair Canadian competition. T.1644-D

Expensive to retain repair crew when work spasmodic. T.1655

Great Lakes small canallers repaired more cheaply in St. Lawrence ports where they dock for winter and are used for storing grain. T.1658-60, 1664-66

Too many shipyards in Great Lakes. T.1660

Difficult to transfer men employed in industrial division of shipbuilding company to ship repair work. T.1662

Great Lakes shipyards employed 1,000 men at July 1955. T.1670

Recently-built ships operating on Great Lakes are more efficient because they are faster and larger. T.1679

Productivity in Canadian shipyards, adequate data for measuring unavailable. T.1708

Labour costs constituted 34.6% of gross value of production in 1953. T.1708

Wage reduction no cure for Canadian shipbuilding difficulties. T.1709

Overhead and profits constituted only 23.6% in 1950 and 37% in 1953 of net value of production. T.1710

Insufficient volume and high fixed costs (rent, interest, depreciation, insurance). T.1710-11

Restriction of coasting trade to Canadian-built ships will not alone solve the industry's difficulties. T.1713

Seaway will stimulate construction in Great Lakes shipyards because of (1) need for large ships, (2) canallers will become obsolete, (3) growth of coasting trade, (4) prospect of constructing ocean-going ships. T.1778-80

Shipbuilding will continue to be subject to wide fluctuations even if restrictions introduced. T.1794

Construction capacity of world's shipyards greater than actual demand. T.1903

Comparing wages in shipbuilding and other industries is meaningless unless reference made to industrial efficiency. T.1933

Three B.C. shipyards employed 2,514 men, and paid over $10 m. in wages in 1954. T.1950

B.C. shipyards paid $13.5 m. to suppliers and manufacturers of shipbuilding metarials in 1954. T.1951

SHIPBUILDING: (cont'd)

B.C. yards constructed 303 steel vessels, repaired 2,358 allied vessels, and peak employment was 25,000 during World War II. T.1952

Key personnel imported from U.K. to assist expansion of shipbuilding during World War II. T.1952

List of world's ocean-going merchant ships under construction on June 30, 1955. Ex.#47, T.1969

Exclusion of U.K.-built ships from coasting trade would cause only an insignificant loss in shipbuilding business available to U.K. yards. T.1970

Present legislation protects U.K. yards against competition for Canada's coastal shipbuilding contracts. T.1970

Section 21 (a) of Canada Shipping Act amended in 1950 to prevent importation of second-hand America vessels. T.1986

Imported American ships mostly built during World War II.. T.1990

Repair work and replacement of obsolete vessels will provide continuing business for shipyards if restrictions implemented. T.1653-54, 1658, 2000

Shipbuilding industry subject to wide fluctuations but should not be allowed to affect nucleus of skilled workers. T.2001-02

Nucleus employment in shipbuilding difficult to define, for it depends on nature of requirements. T.2002

Construction costs in B.C. yards are higher than in Eastern yards because of: higher wages, higher standard of living, longer distances from sources of supply. T.2010

Shipbuilding uneconomic in B.C. and in North America as a whole. T.2101

Coastal vessels seldom repaired abroad and no change expected on completion of seaway. T.2109

Gradual curtailment of shipbuildin work would allow displaced labour to relocate. T.2110-12

Second-hand barge or scow imported from U.S.A. costs 1/3 to ½ less after conversion and payment of duty than if entirely built in B.C. T.2158-60

Cost differential between second-hand tug imported from U.S.A. and one built in B.C. is small. T.2160-61

Imports of vessels into B.C. in nine post-war years, 307 vessels at estimated replacement cost of $53.[illegible] m. These imports may have meant los of 2,000 jobs. T.2396

SHIPBUILDING: (cont'd)

Purchase of foreign ships said to involve loss to national revenue, as government receives no income tax from foreign producers. T.2399

Shipbuilding can be maintained on basis of restriction of coasting trade to Canadian-built and registered ships. T.2403

Lack of construction work will affect shipyard's efficiency in repair work and in training engineers. T.2404

Disappearance of shipbuilding industry would involve investment loss. T.2314

Some shipyard workers, like electricians, move easily into other industries, but difficult for others like iron workers and boiler-makers. T.2416

Difficult to recall shipyard workers from other industries in emergency. T.2416

Iron workers and boiler-makers may be employed in industrial work carried out by some shipyards. T.2418

Requires greater skill than ship repairing. T.2448

Majority of skilled shipyard workers imported from U.K. T.2449

If necessary in future emergency to scatter ship construction in various places, - shipyards will become a central assembly point and larger technical staff will be required. T.2452

Increase in cost of new equipment over replacement cost of old ships will not seriously affect coastal operators, as depreciation on new ship will be extended over 40 years. T.2460

B.C. yards, although paying higher wages than Eastern yards, would be able to compete if coasting trade restricted because of higher productivity. T.2479

Cost differential in construction may disappear owing to increasing efficiency of labour and machinery. T.2479-81

Saint John Dry Dock Co. Ltd. prevailing wage $1.62 an hour to shipyard workers for 40 - hour week, as compared with $1.47 for 45-hour week in Quebec. T.15-10-11

Employment fluctuations in Quebec, bad effect on Quebec City. T.2829-30

Employment in Quebec, importance to economy of province. T.2834-36

Orders for commercial vessels as of May 1, 1955. Ex.#4

SHIPBUILDING: (cont'd)

Ocean-going merchant ships under construction as of June 30, 1955, in various countries. Ex.#47

Range of wages in various Canadian shipyards, 1955. Ex.#49

Quebec Chamber of Commerce express view that security is needed in peacetime to maintain industry in case of an emergency. T.2860-61, 2875-77

Canadian shipyards should have, in time of peace, 50 percent of the volume of work that they do in time of war (Professor Turcotte, Quebec Chamber of Commerce). T.2877

Payroll statistics, Geo, T. Davie & Sons Ltd. shipyard, Lauzon, at March 31, 1955. Ex.#72, T.2885-86, 2901-03, 2915-16

Restrictions of coasting trade, possible effects on shipbuilding. T.2911-14, 2931-34, 2941-42 2954, 2963-64

Local economic and social importance of shipyards at Levis and Lauzon:-

(a) Capital - 90% of total industrial capital invested in Lauzon and Levis.

(b) Employment - 90% of labour force of Levis, Lauzon.

(c) Payroll - 99% of total payroll of Lauzon, 91% of Levis and Lauzon

(d) Real estate - 27% of assessed value of all property. T.2885-88

Export orders. T.2892

Subsidies. T.2893, 2911

St.Lawrence seaway, effects on ship construction and repairing. T.2898-99, 2958

Canadian policy re design. T.2904-06

International loadline standard. T.2924

Construction of upper lakers in Europe. T.2917-25

Launching of upper lakers. T.2926

Impossibility of streamlining production. T.2934

Specialized skills necessary. T.2899, 2949-51

Materials represent over half the cost of a ship. T.2947

31 different trades required in building a ship. T.2901-03, 2948

Mr. Lowery claims Canadian shipbuilding is as efficient as British shipbuilding, and that Canada is further advanced in some techniques, particularly welding. T.2952

Introduction of industrial work in shipyards, difficulties involved. T.2956

SHIPBUILDING: (cont'd)

Competition between Great Lakes and St.Lawrence shipyards will increase on completion of seaway. T.2957

Repairs in Davie Shipbuilding Ltd. yards represent 10% of total activity during past 10 years. T.2558

Subsidies: reasons why industry does not favour them. T.2961-63

Maintenance of industry in general public interest. T.2965-68

Reduction of costs possible if several ships constructed concurrently. T.2965

Increased volume of construction in Canada would decrease cost of differential between Canadian-built and U.K.-built ships. T.2971-73

Shipyards -St.Lawrence, Ile d'Orleans, Quebec, Levis, St. Joseph de la Rive, Ile aux Coudres. T.2984-85

Effects of seaway on construction of lakers by firms on lower St. Lawrence. T.2959

Montreal shipyards employed 2300, suppliers of material 1,000, and ship plants 6,539 in 1951. T.3080

Montreal Municipal Bureau recommends regulation of coasting trade to ensure survival of Canadian shipping and shipbuilding. T.3081

65% of present canal boats are from 35 to 45 years old, and may be scrapped on completion of seaway, therefore, unless coasting trade open to foreign vessels, there may be shortage of ships. T.3171

High construction costs and short shipping season at Anticosti (4 to 4½ months) make it economically impossible for Anticosti Shipping Co. to build new ships. T.3153-54, 3180

Cost of building canal boat today is close to $1¼ m. T.3166

Auxiliary equipment on ships ranges from 30 to 50 per cent of total cost. T.3187

With exception of North American continent, shipbuilding throughout world has been at all-time high during past 3 years. T.3188

186 ships built by U.K. Shipping Conference for Canadian coasting trade between 1922 and 1955, and 6 ships under construction. T.3202

Crane Limited favours maintenance of shipbuilding and ship repairing because of its importance to supplying industries and to labour. T.3215

List of types of equipment supplied to shipbuilders by Crane Limited. T.3216

SHIPBUILDING: (cont'd)

Crane Limited supplied shipbuilders with $1,103,716 worth of materials from 1950-54. (212,000 man-hours factory labour). T.3216-17

Darling Brothers Ltd., claims that shipbuilding industry will disappear unless Canada Shipping Act amended requiring that all new ships entering Canadian registry be Canadian-built and all materials and components be purchased in Canada. T.3223

Impractical for marine industries to keep their skilled workers if shipbuilding declines. T.3223

Restriction of coasting trade to Canadian-built vessels on completion of seaway would mean increased business for Canadian shipyards and marine industries. T.3224

Darling Brothers Ltd. recommends manufacture of marine components in Canada for security reasons. T.3226

Canadian Marconi Co. recommends changes in Canada Shipping Act - 1934, to preserve Canadian shipping and shipbuilding industries. T.3247

Application of U.S.-Canada Great Lakes Treaty caused complete redesign in radio-telephone communications. T.3247

Canadian government has ordered propulsion machinery from Holland for new Caribou-Wood Island Ferry being built in Pictou, Nova Scotia. (Canadian Fairbanks Morse tendered for the engine.) T.3279-80

To build a ship suitable to operate in northern waters would cost from 30% to 40% more in Canada than in U.K. T.3397

Iron Ore Transport Company Limited has contracted for two 31,000 ton ore ships to be built in U.K., to carry ore to Atlantic ports and Contrecoeur from Seven Islands, but not designed to pass through completed seaway. T.3433, 3435

Two ships mentioned above were ordered in U.K. in 1951, but delivery not expected until 1956 or 1957. T.3436

Although lake ships have been satisfactory in northern waters, if coastal trade restricted to Canadian registered vessels, suitable ships must be built for northern service. (Mr. S.D. Clarke). T.3478 but see also entries under "Hudson Bay".

Clarke Steamship Co. Ltd. would preserve right of shipowner to build ships anywhere in British Commonwealth. T.3481

SHIPBUILDING: (cont'd)

U.K.-built ship would cost about $1,200,000 whereas similar Canadian-built ship would cost $1,800,000. T.3482

Clarke Steamship Co. Ltd. favours support of Canadian shipyards and recommends assistance to operators to build in Canada by (a) continuation of Canadian Vessel Assistance Act, (b) government loans with low interest rate, (c) allowable depreciation of 110% on cost, (d) construction subsidies, (e) amendment of Section 54 of Customs Act regarding ship repairs and modifications made outside Canada. T.3483-88, 5541

Trend toward building specialized ships to carry bulk cargoes. T.3533

One U.K. company has recently built 6 combination ore/oil carriers. T.3533

Sorel and Lauzon almost completely dependent on shipyards. T.3624

Decline of Canadian deep-sea fleet and elimination of Canadian ships from St.Lawrence and inland routes has depressed shipping, shipbuilding and marine supply industries in Montreal area. T.3648-49

9 ships built in U.K. for Canadian shippers during 1950-55. T.3655

Montreal Trades and Labour Council claims U.K. constructing ships especially for Canadian coasting trade. T.3661

Assistance to shipbuilding and shipping industry should come from general tax revenues. T.3679

No problem in delivering 600 ft. Great Lakes type vessel constructed in U.K. if (1) approved by British Ministry of Transport, (2) Hatchways protected. T.3698

700 ft. vessel would probably be built 600 ft. in length and carry prefabricated materials for completion in Canada. (e.g. C.S.L. ship "Renvoyle".) T.3699

Large lakers are of relatively simple design. T.3701

Shipbuilders are at present limited to a length-to-depth ratio of 14 to 1 on ocean bulk carriers. T.3702

Problems involved in building ships specially designed to carry ore and grain in the lake trade in summer and ore and oil in ocean trade in winter. T.3702-3709

Cost of building in a prefabricated mid-section would be about 3% of total cost of ship. T.3706-07

Reasons for maintenance of Canadian shipbuilding industry:
(1) Specially skilled labour,
(2) Repair facilities required,
(3) Defence purposes.
T.3828-34

SHIPBUILDING: (cont'd)

Construction of multipurpose or composite type ship, technical considerations. T.3840-42,3849-50

C.S.L. Davie Shipyard; Quebec operations. T.3853-55

C.S.L. Fort Arthur Shipyard; operations. T.3852-55

C.S.L. Midland Shipyard; not operating. T.3852

C.S.L. Collingwood Shipyard; operations. T.3853-54,58

C.S.L. Kingston Shipyard; operation T.3853

Estimated volume of shipbuilding in Great Lakes if coasting trade restricted. T.3863-73,567

If U.K.-built ships excluded, doubtful if Canadian shipowners would build ships for deep-sea coasting service in Canadian shipyard without assurance of profitable employment during entire year. T.3767

Shipping expansion resulting from seaway and larger Canadian Navy will provide employment for adequate nucleus (7,000 men) of workers in shipbuilding and ship repairing industry. (Dr. Hope) T.4666

About half Canadian Merchant Fleet must soon be replaced because of age and obsolescence. T.4666

Maximum useful, economic life of Great Lakes vessel estimated at 40 years. (Mr.Lowery) T.3864

33% of total tonnage of Great Lakes fleet now 40 years or more in age. T.3865

C.S.L. estimates new tonnage require for Great Lakes in next 10 years at 737,000 tons. T.3870, 4232, 4235, 5675

Between the years 1950-54 new Great Lakes ships were built at average rate of 70,000 tons deadweight per year. T.3871

C.S.L. estimate that 3,000 people would be required to maintain their proposed shipbuilding program for Great Lakes. T.3872

Few ships built for Great Lakes in 1930's and 1940's. T.3870-71

Wages paid to shipyard employees average about 35% of cost of ship. T.3871

Limited use for small ships after seaway opens. T.3867

Description of trades required in building a ship. T.4206-13

Canadian Vickers mainly engaged with
(a) Work for government
(b) foreign orders (when obtainable)
(c) naval work. T.4217-18

German, Italian and Dutch yards have been revitalized in recent years and this competition is affecting Canada. T.4219,4224

U.K. lost orders for 2 ships to C.S.L. because of unsatisfactory delivery dates, although U.K. prices lower. T.3856

SHIPBUILDING: (cont'd)

CSL took 6 months to build "Iroquois", a diesel-powered canaller. T.3859

Canadian Vickers Ltd. foresees distress in shipyard communities if coasting trade laws remain unchanged. T.4235-36

Construction of new coasting vessels could make the difference between health and fatal disease in Canadian shipyards. T.4245

Marine Industries Ltd. recommends maintenance of shipbuilding and ship repairing facilities to be available in case of national emergency. T.4312

Shipbuilding more complex today than fifteen years ago and more diversified skills require longer training periods. T.4315

Shipyard plants do not lend themselves readily to diversification of production. T.4315-16

Subsidiary activities would not compensate for lack of shipbuilding and ship repairing work. T.4321

Importance of maintaining special skills required for shipbuilding. T.4326,4465-69

Marine Industries Ltd. recommends nucleus of 7000 should be maintained in Canadian shipbuilding and ship repairing industry. T.4326-27

Twice as many electricians required in construction of a warship as in constructing a commercial ship. T.4337

U.K. has reached the stage of building ships by mass-production, while in a Canadian shipyard one ship may have to bear all the overhead costs of the yard. T.4343

If shipyards could build many ships of the same type there would be a substantial reduction in costs. T.4343

On a commercial ship about 20-35% of cost is productive labour, 45-50% is for equipment. T.4355

Shipbuilding a major factor in economy of Simcoe County area. T.4369

Present monopoly grain marketing policy said to interfere with shipbuilding on Great Lakes. T.4385-86

Industrial Committee of Simcoe County believes it desirable for economic and defence reasons to have shipbuilding industry in Canada. T.4387

Midland yard and Lauzon yards are the only ones presently equipped to build large vessels (625-670 feet in length). T.4391-92 (but see also under Collingwood)

SHIPBUILDING: (cont'd)

Trend is towards building large bulk carriers with lower labour cost per bushel. T.4391

All ships built in recent years on Upper Lakes (with exception of canallers) have been about 20,000 tons and able to carry over 600,000 bushels. (Mr. Cranston). T.4391

Industrial Committee of Simcoe County bases its reasons for maintenance of shipyards on defence and employment. T.4399-4400

Canadian shipyards directly employ in excess of 7,000 people, and perhaps indirectly 70,000. T.4401

If certain shipyards are maintained for national defence purposes, Great Lakes yards important because they offer maximum protection from attack. T.4403

Industrial Committee of Simcoe County recommends measure of protection to sustain a minimum of vessel construction with a portion for the Great Lakes area. T.4403-04

Shipbuilding and repair facilities in Great Lakes necessary to national defence and must be actively maintained. (Mr. F. Alport). T.4438

One of major industries of Collingwood. T.4446

Great Lakes shipyards active until 1920, but between 1924-39 there was little shipbuilding and many skilled workers were lost. T.4452-53

Because of inter-war decline in shipbuilding in Canada, it cost the government almost $40 million to revitalize shipyards for defence purposes. T.4453

Time lost in reorganizing shipbuilding during World War II indicates importance of maintaining active shipyards. T.4453

Canada needs own shipbuilding and shipping industry: (a) because a country with long coast lines has much need for water transport and cannot depend on foreign shipping, (b) for defence purposes. T.4454

Slack periods in Canadian shipbuilding industry would not have been so long if coasting trade had been restricted to Canadian-built ships. T.4454

When Canadian shipyards were idle in the 1920's the Great Lakes fleet acquired U.K.-built ships and imported old, low cost U.S. vessels. T.4454

Practice of importing old American ships into Canada has practically ceased and Great Lakes yards have benefited considerably. T.4455

SHIPBUILDING: (cont'd)

When seaway completed, Great Lakes ships may be built in U.K., leaving only repair work for Great Lakes shipyards unless coastal trade restricted. T.4455

Great Lakes shipyards are well located from protection angle and, with seaway, could build and deliver merchant ships and warships quickly. T.4457

Collingwood Shipyards have built 6 large bulk carriers, and Midland Shipyards Limited have built 4 since 1948, with total value of $44 m. T.4457

Collingwood Shipyards Ltd. and Midland Shipyards Ltd. believe one large ship per year in each yard would be sufficient to keep yards operating. T.4470

William Kennedy & Sons in past five years have supplied 75% to 90% of propellers used in merchant marine construction. T.4488

Ships for coasting trade of Canada are being built in U.K. while Great Lakes shipyards practically idle today. (Mr. Walton). T.4498

Description of ships being built for Canada in the U.K. T.4498-99

Canadian Westinghouse Co. Ltd. claims shipping and shipbuilding industries should be maintained because they are links in a national integrated transportation policy. T.4553

Canadian Westinghouse Co. Ltd. took 4½ years to develop skills and designs necessary for their part in the naval shipbuilding program which illustrates importance of maintaining shipbuilding. T.4569-71

Canadian shipbuilding industry can design and build vessels which compare favourably, except for cost, with those of any other country. (Mr. Axelson) T.4603

Restriction of coasting trade not sufficient to maintain shipbuilding facilities capable of rapid expansion in wartime, need other supplementary aid. T.4612

Recent history emphasizes necessity for maintaining shipbuilding facilities in Canada. T.4610, 4613, 4658, 4796

Atlas Steels Ltd. favours protection for shipbuilding. T.4656-57

Restriction of coasting trade to Canadian-built ships would create unhealthy "boom and bust" cycle in shipbuilding industry over next 10-15 years. (Dr. Hope) T.4669

Canadian shipbuilders may secure some foreign orders on basis of fast delivery. T.4699

SHIPBUILDING: (cont'd)

Great Lakes shipyards experienced in building large lake freighters may secure some foreign orders for lakers, tankers or ore boats. T.4700

Construction of Canadian barges, ferries, repairs to foreign ships, repairs and reconversions of Canadian naval, merchant and government ships sufficient to maintain efficient Canadian yards and retain safe nucleus for defence purposes. T.4701

Questionable whether shipbuilding industry requires as much skilled labour as is claimed. T.4702

Canadian Federation of Agriculture estimates tonnage of construction in Canadian yards in next 10 years at 91,000 tons a year if coasting trade restricted to Canadian-built ships. Ex.#161, B-127,p.18, T.4718

If coasting trade not restricted and traffic increases as anticipated, Canadian shipyards not due for extinction. Ex.#161, B-127, pp.10-11

If coasting trade restricted to Canadian-built vessels, shipyards would double activity in next 5 years but when immediate demand met industry would slump. Ex.#161, B-127,pp.20-21,T.4718-23

Alberta Government claims that if shipbuilding industry needs help it should not be provided by increasing water transport costs. T.4772-73

Three Canadian companies manufacture fans for shipbuilding industry. T.4799

Main work in Canadian shipyards at present is provided under naval programme. T.4802

Foster Wheeler Ltd. claims that unless coasting trade restricted to Canadians, shipbuilding in Canada will be impeded. T.4841

Summary of additional cost involved in building ship in Canadian shipyard versus U.K. yard, including tables (Canadian Vickers Ltd.). Ex.#206, T.5040-41, 5044-50

Detailed explanation of low figures arrived at in Ex. #.206, T.5041-52

Quick delivery from Canadian shipyards is principal current inducement to build in Canada. T.5043

No indication that men in Canadian shipyards less efficient than in U.K. yards. T.5054

If delivery on new ship not urgent machinery can be purchased from U.K. more cheaply than from U.S.A. T.5054-55

Average labour rate in Canadian shipyard is $1.50 per hour and 60.5 cents in U.K. T.5042

List of new construction on order (commercial and naval) in Canadian shipyards as of December 1, 1955. Ex.#218, T.5066-68

SHIPBUILDING: (cont'd)

Atlantic Shipbuilding Company, Wales, can handle new orders and build ships speedily according to list of delivery dates quoted. Ex.#219, T.5068-69, 5077, 5218, 5226

Escrow funds not now limited to ship construction in Canadian shipyards as inferred in Government of Manitoba Brief No. 77. Ex.#220, T.5069-79

"Monship" is presently using escrow funds to build a 3000 or 4000 ton ship in Germany. T.5080

Vessel Construction Assistance Act, enabling shipowner to write off in substantial sums in early years of new vessel, encourages shipbuilding. T.5171-72

Deadweight tonnage compared with gross tonnage. T.5217

51% of ships over 1000 tons, under construction in world in June 1955, were over 10,000 tons, and 83% of tonnage under construction was in ships over 10,000 tons deadweight. (Lloyd's Register) Ex.#225, T.5215-16

Doubtful if shipowners would build composite type ore/oil vessel to operate in coastal trade in summer and international trade in winter if coasting trade restricted. T.5226

France is building small canaller in Collingwood only because intricate Canadian tax arrangement makes it economically practical and not because European yards too busy. T.5227

Dimensions of 3 cargo vessels built in Canada for Canadian National Steamships after World War II. T.5200-01

Statement showing increase in tramp ship size and capacity. Ex.#224, T.5200-15

Number of merchant ships launched in world during 1954. (Lloyd's Register) Ex.#226, T.5217

Britain maintaining her share of world ship construction. T.5217

Large ships cannot be built in Canadian yards under 18 months, because machinery cannot be obtained under 12 months from U.S.A., and under 15 months from U.K. T.5228

If necessary to assist Canadian shipbuilding industry, assistance should come from Canada as a whole. T.5427

Old fashioned thinking for shipbuilders to base arguments for protection on national defence problem. T.5489

SHIPBUILDING: (cont'd)

Strong national defence programme would (1) provide security, (2) assist shipbuilding industry, (3) maintain safe nucleus of shipyard employment, (4) permit maintenance of coastal trade status quo and low transportation costs. T.5494

Government of Manitoba concludes that Great Lakes shipyards will not be threatened by overseas competition because: (1) construction of specialized lakers, small craft, naval orders and ship repairing will continue, (2) cost of minimum nucleus employment will be borne by defence budget, (3) normal employment fluctuations must not be confused with fluctuations due to foreign competition (4) restrictive legislation will not guarantee defence nucleus. T.5595-97

Shipbuilding seldom lends itself to mass-production methods. T.5738

Canadian shipyards are as efficien as U.K. from a man-hour point of view, or even more so.(Mr.Lowery) T.5739

Repair costs in Canada and U.S.A.-telegrams from various Eastern shipyards concerning quotation for repairing the "Irvingbrook" an "Irvinglake". T.5780-83

Canadian shipbuilding industry has come of age because it builds ships according to specific Canadian design. (Prof. Jackson). T.5791

Shipbuilding industry in Canada required for national defence including development, constructio repairs, conversion and upkeep of Canadian Navy. T.5888

Employees in Canadian shipyards will seek work in other industries unless steps are taken to provide security for Canadian shipbuilding industry. T.5891

Canadian Shipowners' Association argues that industry could be maintained by government sponsored shipbuilding program for ocean-going part of Canadian Merchant Marine. T.5918

Government aid in U.S.A. and elsewhere.

See under - Protection.

Statements made in 1912 by Laurier and Borden in support of Canadian shipbuilding industry. B-82,pp.31-32

Giant upper lakers may be built in U.K. and brought to Canada. Ex.#73 & 74

Upper lakers could be built economically in U.K. and moved across Atlantic. Ex.#116

SHIPBUILDING: (cont'd)

Canadian Vickers Limited statement showing turnover in technical staff due to tapering off in naval programme. Ex.#141

Graphs showing savings available on ships built by Marine Industries Limited. Ex.#150

U.K. offer, in view of seaway, to convertBranch Lines Ltd. canallers from steam to diesel operation during winter and to charter such vessels for subsequent off-season. Ex.#188

Technical terms - Marine Industries Limited statement listing definition of technical terms and typical values for various types of vessels. (diagram) Ex.#190

Construction costs for U.K.-built ocean vessels difficult to obtain because fixed-cost contracts rare. Ex.#187,p.5

U.K. Shaw-Savill line ordered 3 freighters (8,900 tons) recently from Germany, at $2,750,000 each, because of faster delivery and fixed-contract bid (15% to 20% lower than most U.K. bids.) Ex.#187,p.6

U.K. shipbuilding industry does not receive direct government assistance; long-term, low interest money provided during depression only under British (shipping) Assistance Act 1935; "bounties" do not exist; accelerated depreciation is available to all industry. (Statement correcting information in Brief No.36) Ex.#199

Canadian shipowners and British shipbuilders have discussed specially-designed bulk carriers for use on completion of seaway, but no precise designs developed. Ex.#214

Cost of building ship similar to "Scott Misener" in U.K. today would be from £1,420,000 to £ 1,530,000. Ex.#214

Costs in U.K. and Canada compared-Estimates of ship construction costs included in CSL statement showing difference in operating costs between Canadian-built and manned upper lakers and U.K.-built and manned dual purpose ships. (Types A - G) Ex.#200,201,202,222

S.S. "Prince George" (5,812 gross tons and 7,000 H.P.) was built in B.C. for C.N.R. in 1948 at cost of $3,622,394 ($623 per gross ton) because boilers and other equipment used were obtained at low cost from War Assets Corp. Ex.#240, 241

SHIPBUILDING: (cont'd)

S.S. "Princess Marguerite" (5,911 gross tons and 15,500 H.P.) was built in U.K. for C.P.R. in 1949 at $678 per gross ton. Ex.#241

Note - The above comparison for "Prince George"and "Princess Marguerite" was later described as misleading.

General Council of British Shippin commenting on CSL Ex.#200, suggest construction cost figure for U.K.-built vessel Type "B" should be $4,200,000 rather than $3,065,000. Ex.#243

Australian Tariff Board's Report on Shipbuilding Industry - June 16 1955. Ex.#249.

Cost of S.S. "Princess Marguerite" in U.K. was $4,040,551, cost of delivery was $73,768.00, and total cost to C.P.R. at Victoria was approximately $4,114,319.00. Ex.#250

Australian policy to continue subsidy assistance up to 33 1/3% to Australian merchant shipbuilders and to control importation of ships announced April 12, 1956. Ex.#253

See also under - Costs, Shipbuildi

SHIPBUILDING, AUSTRALIAN:

Report of Australian Tariff Board, June 16, 1955. Ex.#249

SHIPBUILDING CONFERENCE OF THE UNITED KINGDOM,
LONDON, ENGLAND: B-25

U.K. shipyards ready to construct dual purpose ships - specially designed large bulk carriers for Canadian waters and suitable for year-round trading. T.1854

Recommends maintenance of status quo in coasting trade. T.3202

Letter from S.G. Dixon answers Commission's questions on future size and type of lake vessel. Ex.#214, T.5060

Letter from H.E. Gorick, General Council of British Shipping commenting on tables showing operational costs of U.K. and Canadian ships, submitted by CSL in Ex.#200. Ex.#243

List of vessels built in U.K. since 1921 for Canadian and Nfld. owners and engaged in international trade. Ex.#185

Supplementary submission correcting inaccurate statements in Brief #36 submitted by Vancouver, New Westminster and District, Metal Trades Council regarding assistance to shipbuilders in U.K. Ex.#199

SHIPBUILDING CONFERENCE OF THE UNITED KINGDOM: (cont'd)
See also - British Shipping, General Council of.
Canadian shipowners and U.K. shipbuilders have discussed specially-designed bulk carriers for use on completion of seaway but no precise designs developed. Ex.#214
Cost of building ship similar to "Scott Misener" in U.K. today would be from £1,420,000 to £1,530,000, with additional £75,000 for stiffening required for Atlantic voyage. Ex.#214

SHIPBUILDING, GOVERNMENT:
Government should have shipbuilding carried on during slack periods. 1DT 12-13
Naval orders helped shipyards in 1953. 1DT 28
See under - Shipbuilding.

SHIPPERS:
Effects of restrictive legislation on transportation costs. B-8,p.1
Hopes of Western Canadian shippers on completion of seaway. B-45,pp.1-2
Effects of restrictive measures would be borne by the shippers. B-90,p.4
Resolution of Atlantic Provinces Shippers Conference opposing restrictions, June 1955. B-100,p.1
Change in coasting trade law would interfere with long-term agreements between shippers and shipping companies. B-108,p.2
Restriction of coasting trade to Canadian-built and registered ships implies subsidization of shipbuilding industry by the shippers. T.1506
Companies engaged in transportation of natural resources in Maritime Provinces which employ vessels of U.K. registry are not all marginal. They include pulp and paper, gypsum, and base metals industries. T.1558-60
Shippers interested in low transportation costs, dependability of service, employment multipliers and maintaining a nucleus of shipping and shipbuilding for defence purposes. T.1768-69
Shippers cannot depend entirely upon foreign vessels because of possible diversion elsewhere to better markets. T.1771
See also - Shipping.

SHIPPING:
Difficulty of securing skilled personnel. B-3, pp.4-5
Advantages of suggested exchange ports at Mortier Bay and Baie d'Espoir. B-4, p.3
Disappearance from Canadian registry of private fleets formerly maintained by industries. B-15,pp.1-2
Additional shipping service requested for N.B. B-16,p.2
Ships imported from and ordered in U.K., 1922-1955. B-25,pp.2-3, Schedules I and II
Present trends in shipping. B-28,p.12
Operating costs of Canadian vessels. B-28,p.22
Canadian Merchant Fleet, 1948-53. B-28,p.22
Need for national shipping policy. B-34,p.7
Wages of British and Canadian seamen. B-35,p.1
Importation of foreign ships to B.C. B-36,p.6
Commonwealth ships in coasting trade, percentage and by regions. B-38,pp.2-3
Canadian shipping inadequate to handle all cargoes. B-40,p.1
Opposition to importation of second-hand U.S. ships. B-43,p.1
Effects of U.K. ships on Canadian shipping. B-49,p.6
Detrimental effect on Canadian economy, ascribed to foreign shipping B-51,p.1;B-89,p.8
Importation of foreign ships as a check on prices of Canadian-built ships. B-54,p.2
No danger apprehended from U.K. competition in B.C. B-54,p.3
Shipping facilities to Nfld. B-56,pp.24-28
Registry, weight, tonnage carried by regular steamship line between Nfld. and mainland. B-56, App. Ex.II
Objections to privileges extended to Canadian ship operators in Great Lakes. B-62,p.2; B-112, pp.2-4
U.K. competition viewed as beneficial. B-62,p.2; B-69,pp.1-2; B-70,p.3
U.K. ships do not infringe on long-established services of Canadian companies. B-65,p.1
Advantages of U.K.-registered over Canadian-registered vessels. B-68,p.4
Arguments for protection of Canadian shipping industry. B-68,pp.5-9 B-101,pp.45-50; B-101,pp.33-34
British ships and benefits to Nfld. and Maritimes. B-70,p.3; B-97,p.2

SHIPPING: (cont'd)
Canadian-operated lake-type vessels will maintain cost advantage relative to ocean-going ships. B-77,p.6
Policy recommended by Government of Manitoba. B-77,p.10
CSL shipping services. B-80,pp.5-6
Canadian-owned ships in Great Lakes. B-80, Ex.#6
Growth of Canadian coastal fleet. B-82,p.8
Foreign-built ships, registered in U.K., can participate in Canada's coastal trade. B-82,pp.12-14
Importation of foreign-built ships, registration in Canada, and effect upon Canadian shipyards. B-82, pp.18-19
Breakdown of coastal fleet by country where constructed, as of March, 1950. B-82, p.46
Note: Lists and particulars of Canadian ships over 1,000 tons are published quarterly by Canadian Maritime Commission under title "Canadian Merchant Fleet".
Ships built abroad for Canada. B-82,p.46
According to CCCL, out of 309 ships registered in Canada during 1954, 106 were built in U.S.A.; out of this number 87 were over 25 years old. IDT.pp.9,28-29
History of Canadian Merchant Marine. B-89,pp.15-16
Shipping services in Labrador and northern areas. B-91,pp.1-2
Exemption of certain ships from jurisdiction of Board of Transport Commissioners. B-92, p.6
Participation of British and Canadian ships in inter-provincial trade of Maritimes. B-100,pp.5-6; 63-67
Arrivals of U.K.-registered vessels at Canadian ports with cargo for other Canadian ports, by provinces,1953. B-100,p.57
Note: Such information is annually published in Shipping Reports, Vol.3, Dominion Bureau of Statistics.
Departures of U.K. registered vessels from Canadian ports with cargo for other Canadian ports by provinces, 1953. B-100,p.58
Arrivals of vessels of British West Indies registry at Canadian ports with cargo from other Canadian ports, by provinces, 1953. B-100,p.59
Departures of vessels of British West Indies registry from Canadian ports with cargo for other Canadian ports, by provinces, 1953. B-100,p.60

SHIPPING: (cont'd)
Canadian vessels in overseas trade, 1947-1952 B-101,pp.32-33
Data regarding ships engaged in coasting trade. B-107, App.1,pp.13-14
Argument for changing law and Commonwealth Shipping Agreement, after due notice, to restrict coasting trade to vessels of Canadian registry. B-101,pp.54-57
Change in present legal framework would interfere with long-term agreements made with shipping companies. B-108,p.2
Foreign flag vessels in coasting trade, by regions. B-111,pp.102,App.Table I
Employment in water transportation. B-34,p.3, App.pp.1-2
Employment in deep-sea fleet. B-34,p.3, App.pp.2-3
Wages of sailors. B-1,p.1; B-34,p.3, App.pp.1-2
Wages of foreign crews. B-9,p.1
Restriction of coasting trade to Canadian vessels would cause a rate problem in view of competition of trucks and railways. (CCCL) IDT.p.27
With an economy based on exports, it is important for Canada to have its own means of transport. IDT.p.30
Growth of coasting trade will be less rapid than growth of Canadian economy. T.223
Restriction of coasting trade could guarantee availability of required tonnage. T.279
Shipping operations of certain companies depend upon availability of U.K. vessels acquired at low price. T.311
Need for competition in Great Lakes T.318-19,332
Ocean shipping competes with coastal shipping, hence restriction of coastal shipping not equivalent to 100% protection. T.329
Efficiency of Canadian ships in handling bulk cargoes and package freight cannot be equalled elsewhere in the world. T.338-339
Ships sometimes have no value at all, depending upon the trade offered. T.345
Consolidated balance sheet of industry - (not disclosed to Royal Commission). T.429-430
Some Canadian shipping companies operate profitably only because there is no protective legislation against importation of obsolete U.S. vessels. T.1175

SHIPPING: (cont'd)

Advantages to Canadian economy of U.K. ships in coasting trade said to be no different from advantages of dumped merchandise. T.1204

U.K. ships out-competing Canadian vessels to point where Canadian ships are disappearing from eastern coast. T.1266

Canada should not depend on foreign vessels which could be withdrawn at any time. T.1620

Fear licensing of foreign-built ships may become more prevalent. T.1644-5

Withdrawal of U.K. ocean ships might occur if U.K. involved in war, but even then U.K. would depend on imports from Canada. T.1796

Licensing might ensure reliable service in package freight trade on Great Lakes, but not applicable to bulk trade. T.1895

Freight rates frozen during World War II caused severe drain on shipping company resources, and although rates increased in June 1948, there resulted a lack of capital to replace tonnage. T.2360

Converted ships said to have proved uneconomical in B.C. T.2361

Minister of National Revenue uses discretionary power to limit importation of non-British vessels over five years of age. T.2362

Licensing of ships in coasting trade will not hold foreign ships in Canadian waters if they can do better elsewhere. T.2560-61

Ocean-going vessels cannot compete successfully with Great Lakes carriers which have advantages of proximity and specialization. T.2621-22

As none of the 80 foreign ships entering Great Lakes in 1955 called at Lakehead ports, it is argued that ocean ships will leave Lake traffic to the Lake fleet. T.2659-60

Maintenance of Canadian merchant marine essential for defence purposes and external and internal trade. (Prof.M. Turcotte) T.2831-34

Competition from transatlantic vessels in Great Lakes after seaway completed. T.2843-96

Lloyd's Register of Shipping, correspondence with Davie Shipbuilding Ltd., as to whether or not giant upper lakers could be constructed in U.K. and brought across the ocean to serve in Canadian waters. T.2918-24

SHIPPING: (cont'd)

American Bureau of Shipping, correspondence with Davie Shipbuilding Ltd (same subject as previous entry). T.2918-24

International loadline standard. T.2924

Cashin vs. The King, 4 DLR, P547, 1935. (For customs purposes, a ship not registered in Canada, even if it is a British ship, must be considered as a foreign ship.) T.2976

Operation and equipment of small vessels in Eastern waters. T.2999-3000

U.K. ships are used to move coal from Nova Scotia to Montreal T.3005-06

Shipping situation at Port of Quebec. Ex.#71

Increased maritime transport by small coastal shippers since World War II. T.3007-08

Competition of U.K. vessels in "small vessel" trade in eastern waters. T.3004-11

Government aid in U.S.A. and elsewhere - see under Protection.

On completion of seaway Canadian shipping industry may disappear if unable to meet increased competition because of high wages and costs. T.3079

River-driven wood must be moved in a very short season (May 15th to October 15th) requiring numerous ships. T.3152, 3178

Pool of Canadian ships too small to permit exclusion of foreign ships. T.3146

Increasing iron ore shipments from Seven Islands may limit availability of ships suitable for moving pulpwood. T.3153

As 65% of present canal boats are from 35 to 60 years old, they may be scrapped on completion of seaway and, unless coasting trade open to foreign vessels, there will be a shortage of ships. T.3171

Impossible to use barges and scows for moving pulpwood in St.Lawrence River. T.3184-85

Canadian Marconi Co. recommends changes in Canada Shipping Act - 1934 to preserve Canadian shipping and shipbuilding industries. T.3247

Questionable if U.K. ocean-going package freighters (10,000 tons) will operate in Great Lakes on completion of seaway because of (a) success of specialized lake carriers, (b) loading and unloading equipment designed for carriers. T.3351-54

Suggest Nfld. coastal trade has felt greatest impact of competition from U.K. ships. T.3438

SHIPPING: (cont'd)

Previous to 1949 shipping companies operating to Nfld. had regular tariffs, but after Confederation when C.N.R. projected mainland rail traffic to Nfld. and quoted all-rail rates, shipping companies set up new competitive rates below all-rail rates. T.3451

Reduction in shipping service rates to Nfld. in 1949 averaged 25%. T.3452

To handle increased traffic from mainland points to Nfld. after Confederation, shipping companies negotiated through rates with (1) C.P.R. because it had no other entry to Nfld. traffic; (2) C.N.R. because existing rail facilities insufficient to handle traffic. T.3453

To meet direct all-water service from Great Lakes to Nfld., Clarke Steamship Co. Ltd. agreed with CSL under Lake Freight Association to set competitive rates. T.3455

All-water rates for direct service from Great Lakes to Nfld. maintained a fixed differential below all-rail and rail and water rates until 1953 when rates were depressed by entrance of Constantine Lines (U.K.) into direct service. In 1954 rates were stabilized by publication of C.N.R. water competitive rates. T.3455-56

Schedule of rate changes in shipping service to Nfld. from 1949 to 1955 produced by Clarke Steamship Co.Ltd. Ex.#80, T.3457

Graph showing fluctuation of freight rates in shipping service to Nfld.1949-54 produced by Clarke Steamship Co. Ltd. Ex.#81, T.3459

Graph showing fluctuations in ocean charter rates 1949 to 1954, produced by Clarke Steamship Co. Ltd. Ex.#82, T.3460

If U.K. ships continue to operate in coasting trade Canadian ships cannot compete because of cost differential. T.3472

If coasting trade restricted to Canadian-registered vessels there might not be enough ships to handle cargo, and Clarke Steamship Co. Ltd. suggests licenses be issued to U.K. ships during transitional period. T.3479

If coasting trade restricted to Canadian-registered ships Clarke Steamship Co. Ltd. claims it can provide adequate service to north and south shore of St.Lawrence River and Nfld. (but would advocate licensing British ships during transitional period). T.3477

SHIPPING: (cont'd)

Present Canadian all-water service from Great Lakes to Nfld. provided jointly by CSL and Clarke Steamship Co. Ltd. would be satisfactory, even if U.K. registered ships excluded from coasting trade. T.3478

Although lake ships have been satisfactory in Northern waters, if coasting trade restricted to Canadian-registered vessels, suitable ships must be built for northern service. T.3478

Package freight rates on U.K. ship which operates on Montreal-St.John's, Nfld. run are 8% lower than on similar Canadian ship. T.3499

Competition of intermittent U.K. distress tonnage in Nfld. service can be met by Clarke Steamship Co. Ltd. because they (1) operate larger vessels; (2) operate out of Montreal which provides quick turn-around; (3) handle own loading, unloading and terminals; (4) know Gulf trade characteristics. T.3519-20

Most freight shipped to Nfld. is package freight. T.3527

Canada would be in difficulties if dependent on U.K. ships which might be withdrawn from coasting trade for any of the following reasons: (1) war, (2) higher ocean charter rates, (3) change in British operators' policy, (4) if value of pound increased, rates would rise. T.3535-37

Ships are important in Nfld. run because they provide faster service from Montreal and carry heavier and bulkier commodities than railway. T.3534

Clarke Steamship Co. Ltd. recommends special consideration for Furness-Withy Line serving Nfld. if coasting trade restricted to Canadian-registered ships. T.3538-40

Ocean-going ship operating in coastal and international trade can build up reserves by charging high ocean rates, whereas a ship operating solely in coasting trade is prevented by C.N.R. tariff ceiling from building reserves. T.3577-78

Automobiles are a difficult commodity to ship. T.3580

Four steamship companies operated from Montreal to St.John's during 1949-1952 (Newfoundland-Canada, Blue Peter, Clarke, Shaw). T.3581

Sharp rise in ocean charter rates between 1950-52 caused by Korean War. T.3600

SHIPPING: (cont'd)

Shipping market in 1955 soared to peaks higher than 1950-51. T.3600

Steamship companies are endeavouring to compete with pool car operators for less-than-carload shipments. T.3604

Clarke Steamship Co. Ltd. states that winter charter hires may run from $14,000 to $29,000 in one month. T.3611

Freight rates on Nfld. and North Shore runs are not comparable because there are no high terminal charges on coast and crews handle unloading there. T.3612

C.N.R. and C.P.R. will enter into agreements with steamship companies for furthering freight to Nfld. but they will not make such an agreement with steamship companies that compete with them west of Montreal. T.3614-15

No fear at present of U.K. competition in St.Lawrence North Shore coasting trade (except between Montreal and Seven Islands). T.3617-18

Northern trips (e.g. Goose Bay) are not risky operations for a shipowner because Canadian government charters the ship, pays a set rate per day, and arranges for loading and unloading. T.3619

Quebec communities (Pierreville, Levis, Champlain) dependent for generations on shipping trade in St.Lawrence and Great Lakes. T.3623

List of U.K. flag ships trading in Montreal Harbour and bidding for Montreal freight in October 1955. T.3625

Quebec Federation of Labour recommends formation of a merchant marine committee to advise Parliament on steps necessary to foster a healthy Canadian shipping industry. T.3631

Should Canadian shipbuilding and shipping industries be sacrificed to permit Britain to continue earning dollars? T.3636

Montreal Trades and Labour Council claims that, on completion of seaway, non-Canadian competition will eliminate Canadian ships from Great Lakes. T.3650

The 40 to 50 non-Canadian ships operating in coastwise trade originating from Maritime Provinces represent a loss to Canada: (1) 2,000 Canadian seamen prevented from getting jobs, (2) ships drydock and repair outside Canada, (3) ships provision in other countries, (4) crews spend only small cash advances in Canada. T.3650

SHIPPING: (cont'd)

Protected coastline for shipping is rule in many countries, while unprotected coastline a rarity. (United States, Australia, New Zealand, Chile, S. Africa). T.3651

Industry unassisted and unprotected while Canadian airways, railways, and trucking industry are protected from foreign competition. T.3652

Pulp and paper industry spends over $200 m. annually on transportation (65% of tonnage goes by rail; 25% to 28% by water - international and coastal trade; 5% to 7% by truck.) T.3668

Pulp and paper industry favours free trade (cannot afford to sell in open market and buy in protected one.) T.3673

Assistance to shipbuilding and shipping industry, if thought expedient, should come from general tax revenues. T.3679

On completion of seaway the round trip from Lakehead to Montreal (14 miles per hour) should take 14 days. T.3691

Table of typical elevator charges. T.3696

Restriction of coasting trade would mean loss of satisfactory U.K. shipping service and no assurances of sufficient Canadian shipping. T.3737

About half Canadian Merchant Fleet must soon be replaced because of age and obsolescence. T.4666

Difference between operating costs of U.K. and Canadian vessels. (Mr.McLagan) T.3791-94

U.K. contemplates designing special ships for coastingtrade once seaway completed. T.3796

CSL wants protection for Canadian coasting trade. T.3797

Answers to possible U.K. objections to restriction of Canadian coasting trade. T.3802-05

Unique capacity of Upper Lakers fleet to handle bulk cargoes quickly and efficiently is good reason for protection. T.3813

Welland Canal records showing time lost by CSL vessels waiting to enter, and navigation time. Ex.#103-108, T.3817-19

Competition amongst Canadian operators and construction of faster and larger ships have helped to maintain reasonable rates on Great Lakes. T.3822

With new seaway, U.K. will build specialized ships at lower cost than similar Canadian ships. T.3823

U.K. composite ship will probably be flexible, able to operate both on high seas and on Great Lakes. T.3824-25

SHIPPING: (cont'd)

Even if coasting trade restricted, Canadian shipping costs will be reduced after completion of seaway. T.4640

More interested in steady reliable service than in cheaper freight rates. T.4662

Expect few direct shipments of grain in U.K. vessels from Fort William to England on completion of seaway. (Dr.Hope) T.4734-35

Chart of general steaming times for ships moving from Lakehead to Bay ports, Port Colborne, Prescott, Sarnia, Montreal. App. II a & b, Ex.#165

Speed and capacity of large bulk carriers will offset advantages of U.K. ships on completion of seaway. Ex.#161, B-127,p.7

Increase in traffic estimated at 30 m tons on completion of seaway, and after 10 years - 60 m. tons. Ex.#161, B-127,p.10

Statement showing present distribution of Canadian merchant fleet tonnage as at March 31, 1955, according to period in which ships were built. Ex.#161, B-127,p.7

Kent Lines Ltd. believes shipping trade, both foreign and coasting, should be open to competition, but is not in favour of opening coasting trade to other than Commonwealth competition. T.4883, 4913-14

Kent Lines Ltd. recommends establishment of an Atlantic coastal control with authority to deal with coastal and deep sea shipping in Eastern area. Ex.#164,B-129,p.8 T.4900, 5379-80

Also recommends a definite and clear-cut policy in respect to importation of ships to be registered in Canada. Ex.#164, B-129 T.4900-01

Availability of ships more important than fractional savings in freight rates. T.4973, 5193

U.K. ships with lower operating costs will undercut Canadian vessels when it suits their purpose. (CSL) T.4975

Great Lakes bulk ore/oil carriers (specially designed), could operate in winter trade from Liberia, Venezuela, Sweden. T.5037

On completion of seaway, release of large combination bulk carriers for world trade in winter will have significant effect on carriage of ore from Venezuela. T.5037

SHIPPING: (cont'd)

"Jane's Fighting Ships, 1955 and 1956", (submitted as exhibit) gives up-to-date information on world shipping strength. T.5080

U.S. coasting trade increased more than 60% under restriction between 1924-53, while Canadian coasting trade,without restrictions, grew by less than 35% over same period. Ex.#217, T.5063-66,5097-98

U.S. coastwise trade in 1929 was approximately 125 m. tons, and in 1952 - 184 m tons; corresponding totals in Canada were 136 m tons and 154 m tons. Ex.#235, T.5099, 5102, 5845

In spite of view that 80% of canallers will be scrapped after seaway opened, Cap't. Misener recently bought 6 old canallers to balance his upper lake tonnage. Ex.#165, T.5119-20,5124-25, 5249

250 operating days used as basis for operating cost figures in Exhibit No.187, 230 days in Exhibits No.165 and 200. T.5118-19

Upper lakers carrying grain from Fort William to Bay ports barely earn their operating costs. Ex.#165 (1&2), T.5119

4 Dominion Marine Association upper lakers operated only 200 days each season during period 1951-54. T.5119

Ordinary tankers may be used as grain carriers. Ex.#165, T.5121

Large upper lakers were built when owners expected to do well in grain trade, but grain sales have slackened and vessels have been laid up from time to time. T.5125

Insured value of Canadian Great Lakes fleet is $213,324,390, giving valuation of $261 per gross ton. Ex.#165, T.5127

Insurance valuation and premiums earned in connection with Great Lakes fleet. Ex.#165, T.5127

Canadian Great Lakes shipping industry has benefited from (1) assistance under Vessel Construction Assistance Act totalling over $55 m as of November 1, 1955; (2) escrow funds acquired at 5% to 10% discounts. T.5155-56

Discussion of graph showing grain shipments from Lakehead during 1955. Ex.#223, T.5193

Navigation season to Lakehead for ocean vessels is shorter than for lake vessels. T.5195

Doubt if large movement of grain at beginning and end of season could be handled if Canada completely dependent on U.K. ships. T.5195

SHIPPING: (cont'd)

1-3 weeks every year required for overhaul and dry docking of ocean-going ships. T.5222

Skilled men employed on U.K. ships must be British subjects. T.5178-79

Most desirable crews for U.K.-registered ships operating in Canadian coasting trade are British or Nordic types. T.5179

Number of merchant ships launched in world during 1954. (Lloyd's Register) Ex.#226, T.5217

Sizes of ships under construction in world in June 1955. (Lloyd's Register) Ex.#225, T.5216

Dry docking more frequent and longer for ocean-going vessels than for lake vessels. T.5223

When lake vessels start running to Seven Islands dry docking regulations may become more stringent. T.5223-24

If coasting trade restricted, type of ship in demand would be similar to "T.R. McLagan". T.5226

Cap't. Misener bought extra canallers (1) to move grain shipped to Port Colborne by upper laker on through rate, down through canals; (2) to fulfill contract to carry ore from Contrecoeur to Ashtabula, which makes longer return voyage, but secures for company a percentage of future ore transport business on completion of seaway. T.5249-50

Document and discussion enlarging on Exhibit No.221, showing comparison of Merchant Fleet of Great Britain and Northern Ireland with total world's fleet. Ex.#230, T.5251-52

Canso Causeway, its construction has caused shipowners considerable inconvenience and expense. T.5290

Tramp ship, sizes and capacity. Ex.#224 T.5200-15

25% of ocean-going vessels are over 25 years old. T.5245

Submarine losses, chart showing monthly totals of British allied and neutral shipping losses by enemy action, and total number of existing and operative U-boats. Ex.#228, T.5248

Produce from Nfld. cannot be marketed in central Canada and U.S.A. unless water transportation available. T.5346

Map of Great Lakes system showing "transfer points". Ex.#100

Graph indicating carrying capacity and age of Great Lakes fleet. Ex.#115

Number of ships and total tonnage of Canadian merchant fleet as of September 1, 1955. Ex.#168

SHIPPING: (cont'd)

Statement showing total package freight tonnage and percentage of total tonnage carried by CSL during 1950-54. Ex.#183

Canadian Shipping and Marine Engineering News forecasts U.K. competition for Canadian bulk carriers. Ex.#184

List of vessels built in U.K. since 1921 for Canadian and Nfld. owners and engaged in international trade. Ex.#185

St.Lawrence Municipal Bureau of Montreal advocates surcharge to equate costs of U.K. and Canadian shipping in inland St.Lawrence system. Ex.#186

Kent Lines Ltd. statement showing registered net tonnage of vessels arriving at and departing from Canadian ports in Canadian coastwise shipping during 1954. Ex.#195

Operating costs: Canadian Shipowners Association statement showing operating costs of various types of vessels engaged in Great Lakes and St.Lawrence River trade. Ex.#248

Operating costs: Canadian Shipowners' Association reconciliation of operating cost data provided in Ex.#191 and #248 for vessels trading in Great Lakes-St.Lawrence area. Ex.#251, 252

Intercoastal shipping is regulator of transcontinental rail freight rates. T.5421-24

Clarke Steamship Co. Ltd. claims that reason why Canadian ships competing with U.K. vessels have not gone out of business is : (1) their hope that coasting trade will be restricted, (2) U.K. ships have been reluctant to enter trade because of uncertainty of its future, (3) Canadian operators have better knowledge of local conditions. T.5506-07

Canadian Shipping and Marine Engineering News attributes virtual disappearance of Canadian deep-sea shipping to lack of national maritime policy and protection. T.5699

Shipping Federation of Canada Inc. claims that, if foreign vessels employed in carrying Canadian exports and imports were allowed to participate in coasting trade, they might offer lower ocean-freight rates. T.5707-08

Trade Unions in the shipping industry are demanding higher wages for 1956. (CSL) T.5847

Number of shipping days lost by CSL vessels for various reasons. T.5853

SHIPPING: (cont'd)
Time lost by CSL canallers in port of Montreal - 1954. T.5854
Marine Industries Ltd. claims that Canadian shipping companies will not increase their fleets to handle increased seaway traffic unless coasting trade restricted. T.5889-90
Preamble to Replacement Agreement, T.5913
Government policy in post-war period as regards Canadian merchant marine. T.5912-5913
Economic and defence arguments against retaining Canadian-flag ocean-going shipping. T.5914

SHIPPING, AMERICAN BUREAU OF:
See - American Bureau of Shipping.

SHIPPING FEDERATION OF CANADA INC., MONTREAL: B-65
Membership and activities. B-65,p.1
Membership includes - operators of "deep-sea" vessels (Canadian, U.K., foreign) trading from St. Lawrence ports to overseas countries, operators engaged in coasting trade, and agents. T.3736, 3775
Formed in 1903. T.3736
List of members. Ex.#94, T.3736
Main functions: (1) aids to navigation, (2) improvement of harbours, (3) shore labour agreements, (4) negotiations with government branches concerning shipping at Eastern Canadian ports. T.3736
Recommends present coasting laws remain unchanged. T.3736
Explanation of Exhibit #94 listing members involved in coasting and international trade. Ex.#212, T.3740-47
Statement showing names, tonnage, registry, place of construction, for vessels entered in Federation. Ex.#173, T.3749
Half of ships owned by Federation members are of British registry and half of foreign registry. Ex.#212, T.3751
Statement showing liner and tramp grain freight rates from Montreal to U.K. during period 1950-56. Ex.#173, T.3753-55
Statement showing operating cost per ton mile for tramp ship carrying grain from Montreal to U.K. Ex.#173, T.3757-60
90% of tramp ships of all nationalities calling at Montreal are "tramp members" of Federation. Ex.#212, T.3768

SHIPPING FEDERATION OF CANADA INC.: (cont'd)
Names and particulars of vessels delayed in 1954 in Montreal Harbour and at Sydney, N.S., due to crew strikes. Ex.#173,#212 T.3770-72
List of corrections to be made in transcript of testimony by Mr.J.P. Boyle. Ex.#212, T.5059
Argument. (presented by Mr.J. Brisset, Q.C.) T.5701-02
Claims relationship between coasting and international trade will be emphasized on completion of seaway. T.5701
Federation's members are principly engaged in overseas trade. T.5704
50% of membership is made up of owners of Canadian-built but U.K.-registered ships. T.5709

SHIPPING, WORLD:
Ships under construction (in the world) in June 1955 according to Lloyd's Register. Ex.#225, T.5216
Ships launched (in the world) during 1954 according to Lloyd's Register. Ex.#226, T.5217

SHIPPING WORLD AND WORLD SHIPBUILDING, LONDON, ENGLAND:
Summary of world's ocean-going merchant ships under construction as of June 30, 1955. Ex.#47, T.1969

SHIP REPAIRING:
Necessity of maintaining Canadian facilities. T.236-237
Non-Canadian ships have only essential repair work done in Canada. T.286-287, 1210
U.K. ships engaged in seaway trade will probably have some repairs made in Canada. T.313
Ferguson Industries Ltd. claims that, if trade not restricted on completion of seaway, increased U.K. participation in coasting trade may help to eliminate existing services on East Coast because U.K. ships prefer to have repairs done in Britain. T.1284
During World War II Canadian yards repaired and restored 27,000 allied ships, 60% of which were repaired in Maritime shipyards. T.1467
Restriction of coasting trade to ships registered and built in Canada can preserve shipyards in readiness for national emergency. T.1469-70

SHIPPING: (cont'd)

U.K.-built and registered ships are allowed to engage freely in Canadian coasting trade, but foreign-built ships of U.K. registry must pay 25% duty.
T.3796, 4241-42

CSL estimates that coasting trade will increase by at least 10% in next 10 years. T.3869-70

Limited use for smaller vessels after seaway opens. T.3867

U.K. tramp steamers might undercut Canadians for bulk cargoes after seaway opens.(Mr.McLagan)
T.3918-22

CSL had two ships tied up during 1955 navigation season because of lack of business. T.3938

Prior to Transport Act (1938) water carriers on Great Lakes were not subject to regulations.
T.4009

C.P.R. does not oppose admission of U.K. shipping providing it is subject to licensing and regulating provisions. T.4047

C.P.R. opposes restriction limiting operators engaged in coasting trade to purchasing ships in Canada. T.4047-48

C.N.R. position in respect to participation of British ships in Canadian coastal trade.
T.4095-4100

C.N.R. recommends amendment of Transport Act to include vessels upwards of 100 gross tons instead of 500 gross tons as now provided.
T.4100-04, 4170-73, 5638

Canadian Vickers recommends that coasting trade be reserved for Canadian-registered and Canadian-built ships. T.4194-97, 4248

Branch Lines Ltd. considers it possible for ships, which operate on Great Lakes, to be employed on Atlantic coast in winter.
T.4301

Reference to Marine Industries Ltd. in Leslie Roberts' book "Canada's War at Sea". T.4312

Major factor in economy of Simcoe County area. T.4369

Revision in grain marketing policy might result in more employment in shipbuilding and shipping industry in Midland area. T.4386

All ships built in recent years on Upper Lakes (with exception of canallers) have been about 20,000 tons with around 600,000 bushel capacity. T.4391

Trend towards large bulk carriers will benefit grain growers as well as shippers. T.4392

Unemployment in Owen Sound reaches 1,200 to 1,600 in winter months (500 to 605 of these men normally employed in lake shipping).
T.4406

SHIPPING: (cont'd)

Close co-operation of Canadian shipping industry in supplying transport service to Algoma Steel Corp. Ltd. may be undermined by U.K. competition on completion of seaway. T.4424-25

Inter relationship between transportation of grain and iron-ore - former can be shipped very late or very early in season while ore, because of tendency to freeze, cannot be shipped at such times.
T.4425

Algoma Steel Corp. Ltd. favours protection of coasting trade to prevent weakening of whole Canadian shipping industry.
T.4433-34

Canada should have her own shipping fleet in case of emergencies. (Mr. Frederic Alport)
T.4443-44

Canada needs own shipbuilding and shipping industry: (a) because a country with long coast lines cannot depend on foreign shipping, (b) for defence purposes.
T.4454

Canadian deep sea merchant fleet has decreased from 1,500,000 to 100,000 tons in past 7 years.
T.4456

Canadian Westinghouse Co. Ltd. favours strong shipping and shipbuilding industry for defence purposes, and as link in national integrated transportation policy.
T.4543, 4552-53

Canadian Westinghouse Co. Ltd. suggests that bulk trade on Great Lakes might go to U.K. and foreign ships on completion of seaway.
T.4563-67

Canadian Shipping and Marine Engineering News claims that, if coasting trade is not restricted, Canadian ships will disappear and shipping demands will be met by foreign ships at their price.
T.4606

If Canadian ships disappear, Commonwealth ships could establish a complete monopoly, because they are not subject to Canadian controls on rates or services.
T.4607

Shipping services must be subject to Canadian control because it is essential, in interest of Western grain producers, that ships be available for full duration of season on inland waters. T.4608

A coasting shipping service, with U.K.-registered ships recently lowered its freight rates to meet those of Canadian competitor.
T.4609

SHIP REPAIRING: (cont'd)

If ships engaging in Canadian coasting trade were required to make repairs in Canada it would assist Canadian shipyards, but would be difficult to administer. T.1485-86

Reasons why foreign ships avoid having repair work done in Canada: (a) higher costs; (b) desire to conserve dollars. T.1500

Effect of seaway. T.2898

Effects of restriction of coasting trade to vessels built and registered in Canada. T.2954

Percentage of ship repairs in relation to construction supplied by Davie Shipbuilding Co. T.2958

Shipbuilding and ship repair facilities on Great Lakes are essential to national defence and must be protected from low-cost foreign competition. (Mr.F. Alport) T.4438

When seaway completed, Great Lakes ships may be built in U.K., leaving only repair work for Great Lakes shipyards, unless coastal trade is restricted. T.4455

Ship repairs between 1950-54 amounted to only 11% of total volume of work in Collingwood yards and 7% in Midland yards. T.4458

Average annual cost of repairs on medium and large-sized lakers and canallers. (CSL) T.3932-33

Canadian Vickers Ltd. claims most of business comes from Canadian shipowners, and ships repaired are mainly canallers. T.4233-35

Marine Industries Ltd. believes U.K. and foreign ships will use Canadian shipyards for only urgent repairs even after seaway completed. T.4360-61

Clarke Steamship Co. Ltd. spends about $350,000 in Canada for repairs and annual overhauls. T.3475

Furness Red Cross Line have repairs and re-fits done in Canadian shipyards. T.3540

Shipping expansion resulting from seaway and larger Canadian Navy will provide employment for safe nucleus (7,000 men) of workers in shipbuilding and ship repairing industry. (Dr. Hope) T.4666

1-3 weeks every year required for overhaul and dry docking of ocean-going ships. T.5222

Kent Lines Ltd. claims maintenance repairs in Canadian shipyards cost more than elsewhere. T.4893

In U.S. shipyards wages are higher but repair work is done more quickly and at less over-all cost. T.4893

SHIP REPAIRING: (cont'd)

Kent Lines Ltd. has found it cheaper on occasion to have repair work done in the U.S. than in Canada because of shorter lay-up period. T.4894, 4915-17

Dry docking periods for ocean-going vessels more frequent and longer than for lake vessels. T.5223

When lake vessels start running to Seven Islands dry docking regulations may become more stringent. T.5223-24

Reasons why Kent Line ships have been repaired in U.S. shipyards. T.5274

No duty on repairs made in foreign yards to Canadian-owned ships operating in foreign trade. T.5277

No duty on foreign parts imported to repair Canadian ships operating in foreign trade. T.5277

U.S. yards often work round the clock and, although repairs costlier than in Canadian yards they are faster. T.5276

Nfld. lacks facilities for proper maintenance and repair of small vessels from 10 to 400 tons. Ex.#236,p.1

Nfld. feels that if Canada Steamship Inspection mandatory then marine slipways should be provided for inspection and repairs. Ex.#236,p.4

Marine docking facilities in operation at St.John's and St.Anthony in Nfld. Ex.#236,pp.5-6

Nfld. docking facilities at Harbour Grace, Burin, and Bay Bulls not in operation. Ex.#236,pp.6-7

Slipways constructed by federal government. Ex.#236, pp.9-11

Nfld. recommends amendment of Federal Dry Docks Subsidies Act to provide for fourth class docks. Ex.#236,p.12

Copy of regulations governing marine slip at Selkirk, Manitoba. Ex.#239, T.5985

SHIPS:

Great Lakes carriers may retain advantage over foreign ocean ships in transport of wheat on completion of seaway. T.1622

Ocean-going vessels not as efficient as lakers for following reasons: (1) greater structural strength, (2) larger quarters for crews, (3) slower, (4) smaller carrying capacity, (5) less dependable. T.1771, 1781-83

Efficiency of lakers cancels out wage differential between Canadian and U.K. ships. T.1810

SHIPS: (Cont'd)

C.P.R. had two passenger vessels (Assiniboia and Keewatin) built abroad, cut in two to pass through the locks and reassembled in Great Lakes. T.1814

New steel scows over 500 tons, wooden scows about 400 tons, barges 3,000 tons. T.2075

A barge can carry 1,000-2,000 tons. T.2151

Barge transport, advantage over freighters. T.2152

Self-unloading log barges economical to operate. T.2152-53

Government allows 15% depreciation on tugs on a decreasing balance but tug operators would prefer flat 10%. T.2157

Davis rafts used for logging operations in Pacific. T.2291

Converted ships uneconomical to operate. T.2361

Minister of National Revenue may limit importation of U.S. vessels over five years of age. T.2362

Composite ships and dual-purpose ships - See Dual Purpose Ships.

Ships under construction June 30, 1955. Ex.#47

Canadian policy re design. T.2904-6

Differences between ocean-going and Great Lakes vessels. T.2917-28

Could upper lakers similar to the "T.R. McLagan" be constructed in the U.K. for service on Great Lakes? (Mr.Lowery) T.2917-25

Launching, side launching vs end launching for upper lakers. (Mr.Lowery) T.2926-30

Cargo carriers, new designs for mass production. T.2940

Large ships and ocean-going ships are largely excluded from inland water system by: (1) depth of channels, (2) depth and length of canals and locks, (3) regulations which do not allow foreign vessels to compete in inter-port domestic trade. T.3077-78

U.K. may operate small inland ocean-going vessels, some specially designed for Canadian coastal trade on completion of seaway. T.3089

Anticosti Shipping purchased and converted 4 American L.S.M. self-propelled ships for use at Port-neuf. T.3152

Cost of building canal boat today is between $1 m and $1½m. T.3166

Canal boats are uneconomic because they are "coal eaters" and their tank tops are too thin. T.3175

SHIPS: (cont'd)

Gillespie - Munroe Limited believes lake carriers like the "T.R. McLagan" and "Scott Misener" might not be seaworthy for open water. T.3413

Iron Ore Transport Company Limited has contracted for two 31,000 ton ore ships to be built in U.K., to carry ore to Atlantic ports and Contrecoeur from Seven Islands, but not designed to pass through completed seaway. (specific data on beam, draught, length in Ex. #197) T.3433, 3435, 5123

Clarke Steamship Co. Ltd. spends $1,500,000 per year in Canada for stores, repairs and wages, whereas U.K. ships would spend very little in Canada on these services. T.3475

Clarke Steamship Co. Ltd. suggests that, if coasting trade restricted to Canadian-registered vessels, there might not be enough ships to handle cargo, and suggests licenses be issued to U.K. ships during transitional period. T.3479

Although some small lake ships have been satisfactory in northern waters, if coastal trade is restricted to Canadian-registered vessels suitable ships must be built for northern service. T.3478

Trend is toward building specialized ships to carry bulk cargoes. T.3533

One U.K. company has recently built 6 combination ore/oil carriers. T.3533

Clarke Steamship Co. Ltd. purchased the "Gulfport" and "Novaport" (ex-German ships) at auction in Canada for about $300,000 each. T.3607

Manchester Lines built 3 ocean-going lake freighters, ("Manchester Pioneer" type) for use in international trade but could compete with lake carriers in coasting trade. They do not however engage in such trade. T.3641

Montreal Trades and Labour Council recommends that if coasting trade restricted to Canadian-built vessels, foreign-built ships registered in Canada at time restrictions instituted should be permitted to continue in coasting trade. T.3643

9 ships built in U.K. for Canadian shippers during 1950-55. T.3655

Dimensions of two self-unloading vessels, "Gypsum Rose" and "Gypsum Queen" which carry gypsum from Nova Scotia to U.S.A. T.3692

SHIPS: (cont'd)

No problem in delivering 600 ft. Great Lakes type vessel con - structed in U.K. if: (1) approved by British Ministry of Transport, (2) hatchways protected. T.3698

700 ft. vessel would probably be built 600 ft. long and carry pre-fabricated materials for com-pletion of centre section in Canada (cf C.S.L. Renoyle). T.3699

Many unusual ships including floating docks, train ferries, built in U.K. and delivered in China, New Zealand and Singapore. T.3700

U.K. firm Swan, Hunter have built 80 canal size lakers. T.3701

Large lakers are of relatively simple design. T.3701

Problems involved in building ship specially-designed to carry ore and grain in lake trade in summer, ... ore and oil in ocean in winter. T.3702-3709

Cost of building in a prefabric-ated mid-section is about 3% of total cost. T.3706-07

Composite ships, advantages and disadvantages. (Mr.Lowery) T.3836-51

Multi-purpose ships vs. single purpose ships. T.3843-46, 3846-51

Grain storage in ships, method of obtaining contracts. T.3947-51

Description of possible type of U.K. composite ship which might operate in seaway. (Mr.McLagan) T.3824-25

"Modern Ore Carriers" - technical paper presented by Mr.J.J. Henry in New York, 1955. Ex.#111, T.3839

Sketches of midship sections of Great Lakes ore carrier, ore/grain carrier, and ocean-going ore/oil carrier. Ex.#112,113,114, T.3839-41

South American customer bought a ship in Europe for $1,250,000 similar to one for which the price in Canada was $3 m. T.4275

LST barges carry about 1,950 cords of wood. T.4291-92

LST barges could be constructed in England and moved across the Atlantic. T.4294

Dimensions of an LST barge. T.4295

"LST" refers to type of hull. T.4295

Marine Industries Ltd. believes substantial reduction in costs would result if shipyards built numerous ships of same type. T.4343

SHIPS: (cont'd)

Ship with 600,000 bushel capacity can be operated by 35 men, while ship with 150,000 bushel capacity requires 20 men. T.4391

Trend towards large bulk carriers will benefit grain growers as well as shippers. T.4392

50% of Canadian Great Lakes fleet are second-hand U.S. vessels. T.4454

Mr. Walton claims that 9 ships are presently being built in U.K. for following Canadian owners: Consolidated Paper, Hall Corp-oration, Iron Ore Company, Paterson Steamship Co., Quebec & Ontario Transportation Co., and C.N.R. T.4498-99

Canadian Westinghouse Co. Ltd., believes shipping industry will develop an efficient ocean-going laker. T.4566

No guarantee that present cost differential between Canadian and British ships will remain forever. T.4606

68 Canadian-registered ships in Great Lakes trade at present, 39 of which were built in the U.S.A., and now have an average age of 52 years. The average age of them all is about 38 years. T.4630

Canadian Shipping and Marine Engineering News believes U.K. shipowners may build bulk carriers which will compete with Canadian lakers in the seaway. T.4635-36

Fans for merchant ships are similar to those manufactured for naval ships. T.4801

John Inglis Co. Ltd. considers there is real opportunity for standard line of ships and machinery to be developed, if outlook for operation and con-sequent return on operation of such ships is assured. T.4868, 4879-80

Kent Lines Ltd. recommends clear-cut policy in respect to import-ation of ships to be registered in Canada. T.4900-01

Dual purpose ships not expected to be big factor in Great Lakes coasting trade. (Dr. Hope) T.4714

Size of ship fundamental factor in operating efficiency. T.4976

CSL believes ship of 44 foot depth would be most suitable for seaway use. T.4980

Description and significance of vessels with open and closed shelter decks. T.5005-07

SHIPS: (cont'd)

CSL has not built diesel vessels because diesel oil not yet available in Great Lakes area. T.5009

Only 19 out of 124 tramp vessels ordered in last 3 months of 1954 were less than 10,000 tons. T.5016

An 8,900 ton, 12½ knot vessel, built in Britain would cost about $2 m, in Canada about $3,300,000. (Mr.Lowery) T.5019-20

Average ocean-going vessel rises about 9 inches from keel to bilge. T.5030

"Scott Misener", with 72 foot beam, is widest ship using Welland Canal. T.5031

Average 8,000 or 9,000 ton ships, draught of 25'6", has capacity for 310,000 bushels of grain (8,200 tons). Ex.#224, T.5033-35, 5200-01

Great Lakes bulk ore/oil carriers could operate in winter trade from Liberia, Venezuela, Sweden. T.5037

Largest ore carrier in world (64,000 tons) being built in Japan to carry ore from Venezuela to U.S.A. T.5038-39, 5871-72

7 canallers required to carry amount of grain that can be handled by one upper laker. T.5119

Two plans of combined oil and ore, and ore or grain for ocean and/or lake and St.Lawrence trade. Ex.#165, T.5121-22

Ordinary tankers may be used as grain carriers. Ex.#165, T.5121

"SS Andros Venture" and "SS Andros Fortune" built with escrow funds at Davie Shipbuilding Yard, Lauzon, P.Q., for Andros Shipping Co. Ltd., Montreal, a Canadian corporation with American principals. T.5159-60

Deadweight tonnage compared with gross tonnage. T.5217

"T.R. McLagan" claimed to be probably the most efficient ship in service on Great Lakes. T.5190-91

Increase in tramp ship sizes and capacity. Ex.#224, T.5200-15

Dimensions of 3 cargo vessels built in Canada for Canadian National Steamships after World War II. T.5200-01

Composite vessel less efficient than one designed for specific purposes. T.5226

If coasting trade restricted, type of ship in demand would be similar to "T.R. McLagan". T.5226

Giant upper lakers may be built in U.K. and brought to Canada. Ex.#73 & 74

SHIPS: (cont'd)

Marine Industries Ltd. statement listing definition of technical terms and typical values for various types of vessels.- (diagram). Ex.#190

Fresh water draught limitations put U.K. ocean-going bulk carriers at serious disadvantage compared with large upper lakers. Ex.#213

Canadian shipowners and U.K. shipbuilders have discussed specially-designed bulk carriers for use on completion of seaway but no precise designs developed. Ex.#214

Main restriction affecting adaptation of ocean-going ships for service in seaway is limited draught in channel (25' fresh water) which reduces carrying capacity. This may or may not be offset by operating at full deep sea deadweight during winter. Ex.#214

Size of steamships and motorships under construction in world in June 1955, (Lloyd's Register) Ex.#225, T.5216

Number of merchant ships launched in world during 1954. (Lloyd's Register) Ex.#226, T.5217

25% of existing ocean-going vessels are over 25 years old. T.5245

Chart showing monthly losses of British, allied and neutral shipping by enemy action, and total number of U-boats and operated U-boats. Ex.#228, T.5248

Ships built for Atlantic seaboard trade are sturdier and costlier but also suitable for international trade. T.5297

Newfoundland-Great Lakes Steamship Co. owns a ship specifically designed for moving fresh fish from Nfld. to Great Lakes ports. T.5345

A Nfld. local coaster is a vessel of 75 to 350 tons. T.5349

A Grand Bank fisherman is a vessel of 120 to 150 tons. T.5349

Size is most important factor in cost of a bulk carrier. T.5536

Wartime demand for ships from Canada. T.5886

SS "Prince George" (5,812 gross tons and 7,000 H.P.), built in B.C. for C.N.R. in 1948 at low cost of $3,622,394 ($623 per gross ton), because boilers and other equipment were obtained at low cost from War Assets Corp. Ex.#240,241

S.S. "Princess Marguerite" (5,911 gross tons and 15,500 H.P.), built in U.K. for C.P.R. in 1949 at $678 per gross ton.(oral information indicates that this ship is of superior power and finish.) Ex.#241

SHIPS: (cont'd)
List of existing upper laker bulk carriers capable of trading to Seven Islands on completion of seaway. (CSL) Ex.#247
Above-mentioned ships, if exclusively engaged in Seven Islands ore trade, could move 7 m. tons of ore to Hamilton and Lake Erie ports in 1 season. Ex.#247
"T.R.McLagan" certified to operate as far east as Havre St. Pierre, but smaller lakers probably more suitable to operate off west coast of Nfld. Ex.#247
Cost of S.S."Princess Marguerite". Ex.#250
Details concerning load drafts of "T.R. McLagan". Ex.#254
Estimates of construction costs, operating costs and statistics of 7 vessels under construction (Types A to G) in connection with carrying wheat from Fort William to Kingston and ore from Seven Islands to Hamilton. (CSL) Ex.#200, T.4970
Design characteristic details of ships referred to in Exhibit No. 200. Ex.#201,202. T.4976-86, 5005-07, 5029-31
General Council of British Shipping critical of design of certain ships used by CSL in Exhibit No.200. Ex.#243

SHAW STEAMSHIP CO. LTD.,
HALIFAX: B-6
5 of its vessels, engaged in coasting trade, are Canadian-manned but registered in Barbados, B.W.I. B-6
Recommends that if coasting trade were restricted to Canadian-registered ships that Canadian-owned, U.K. registered vessels presently engaging in coasting trade should be permitted to transfer to Canadian registry. B-6

SIMCOE COUNTY COUNCIL INDUSTRIAL COMMITTEE AND ADVISORY COMMITTEE ON LOCAL EMPLOYMENT,
MIDLAND, ONT.: B-30
Shipbuilding and shipping are major factors in economy of this area. T.4369
Over 1,000 people employed by lake carriers in this area. T.4369
Recommends (a) continuation of present policy of accelerated depreciation on new ships built in Canada; (b) coasting trade be restricted to those ships now registered in Canada, and those which may in future be built in Canada. T.4369-70

SIMCOE COUNTY COUNCIL: (cont'd)
Recommendations are based on national defence and national economy requirements. T.4370, 4387, 4397,4400
Subsidies will not solve problems of Canadian coasting trade. T.4371-72
Employment in shipbuilding and shipping industries in south and southeast Georgian Bay. T.4377-79
Georgian Bay Development Association tries to balance the economy by attracting new industries from metropolitan areas and replacing ones that are dying out. T.4380-81
Unemployment figures. T.4384-85
Interests of Simcoe area would be served sufficiently if coasting trade restricted in Great Lakes area. T.4388
Elevator capacity in Midland, Fort McNicoll and Collingwood approximately 20½ m. bushels. T.4390
Midland and Lauzon shipyards are the only ones presently equipped to build large vessels (625-670 feet in length). T.4391-92
Shipyards in Midland area would likely be interested in building large bulk carriers if assured of some form of protection. T.4392
Wages higher in Midland shipyards than in Lauzon or Sorel yards. T.4393
Suggests that workers engaged in Upper Lakes shipyards might be ready to accept a wage rate in line with rates in Quebec yards. T.4394-95
Would prefer maintenance of shipping operations rather than shipbuilding if it came to choice between the two. T.4399
Suggests that if certain shipyards are maintained for national defence purposes, Great Lakes yards are important because they offer maximum protection from attack. T.4403
Recommends measure of protection to sustain a minimum of vessel construction with a portion for the Great Lakes area. T.4403-04

SLIPS, MARINE:
Slipways constructed by federal government. Ex.#236, pp.9-11
Regulations governing marine slip at Selkirk, Man. Ex.#239, T.5985
A small cradle suitable for repairing ships up to 70 tons would cost about $5,000 and a full scale marine railway about $100,000. T.1062
See - Marine Railways.

SMALL VESSELS:
(petite navigation)
200 to 450 or even 600 tons.
T.2825

SOLANDT, DR. O.M.:
Speech in Montreal, February 1955, by Chairman, Defence Research Board, indicating that ever progressing science is steadily reducing time available for expansion in any future emergency and conversely has increased time necessary for such expansion.
T.4314-15

SOVIET UNION, EXPORT OF SHIPS TO:
Letter, Rt. Hon. C.D. Howe to Maritime Marine Workers' Federation, concerning possibility that U.S.S.R might place orders for vessels, other than strategic, with Canadian shipyards. Ex.#32A
Letter, Dep't. of Trade and Commerce to East-West Export Import Co. Ltd., Vancouver, B.C. (refusal of permit to export cargo vessel to Russia). Ex.#32B
T.1186

SPAIN:
Maritime protective policy.
B-101,p.66

STEAMING TIME:
Chart of general steaming times for ships moving from Lakehead to Bay ports, Port Colborne, Prescott, Sarnia, and Montreal.
Ex.#165, App.II (a) and (b)
T.5115,5128
Method of calculating, running, loading, unloading and round trip times appearing in Exhibits Nos. 200-202. T.5002
Average steaming time required by CSL vessels to navigate Welland Canal one-way in 1955 was 12 hours.
T.5012
Required to navigate Welland Canal.
Ex.#103-108, T.456, 458, 3817-19, 5012
For grain shipments from Lakehead to Montreal on completion of seaway, assumed by Manitoba Transportation Commission.
Ex.#187, p.10
See also - Time Lost.

STEAMSHIP INSPECTION BOARD:
Revising present safety regulations to conform with Safety of Life at Sea Convention Regulations of 1948.
T.2340
See also - Canada Steamship Inspection.

STERLING:
Devaluation of. T.208
National Council of Shipyard Unions argues that in order to increase trade with U.K., we should accept currency of Commonwealth and other countries. T.1601
See also - Foreign Trade.
Devaluation of sterling in 1949 drastically affected Canadian vessels competing in international trade.
T.297
About 65% of world's trade is conducted in sterling. T.297

STEVEDORING:
High costs at Port of St. John's, Nfld. T.3612-14
See also - Longshoremen's Union
- Labour.
St. John's conditions greatly improved by new agreement between employers and Longshoremen's Protective Union, June 1956.
Ex.#257
Loading and unloading expenses relatively high for P.E.I. services because of union insistence on minimum number of men in gang.T.1374-75
Relative cost of stevedoring per ton for various types of cargo. T.4583

STRAITS TOWING LIMITED, VANCOUVER: B-117
Brief. EX. #62, T.2482
Requests treaty with U.S.A. to allow Canadian goods on Canadian vessels to move through ports of Haines or Taku, Alaska. If no agreement reached, urges that American ships be barred from carrying commodities of Canadian origin. Section 671 of Canada Shipping Act covers latter part of recommendations. Ex.#62,pp.5-6, T.2482,2485
Company and its subsidiaries operate 41 tugs and 80 scows, and employ 400 workers. Ex.#62, p.1

STRIKES:
Names and particulars of vessels delayed in 1954 in Montreal Harbour and Sydney, N.S., due to strikes amongst U.K. crews. Ex.#173, T.3770-72
Canadian government cannot intervene in strikes on foreign ships. T.2813

SUBSIDIES AND OTHER FORMS OF AID:
Conditions under which subsidies should be given. B-15,p.2;B-36,p.13
Maritime aid in U.S.A. B-34,p.6; B-101,pp.34-35
Aid extended in other countries and competitive position of Canadian shipping. B-36,p.3
Need for construction and operational subsidies. B-36,p.7
Competitive advantage of subsidized shipbuilding. B-36,p.11
Subsidized industry or idle shipyards. B-36,p.12
Considerations for subsidy policy. B-45,p.2
Subsidy policy as compared with restrictions on coasting trade. B-60,p.2
Subsidies preferred to high freight rates. B-71,p.6
Request for aid for small wooden ships in Nfld. B-72,p.2
Labour organizations advocate subsidies. B-75,p.5
Subsidies said to be necessary if shipbuilding and shipping industries are considered vital for national defence. B-90,p.4
Federal subventions paid to Eastern coastal service. B-100,p.68
Subsidies described as the only way. B-101,pp.22-23
Maritime aid in other countries. B-101,p.35,55-76
Differential construction subsidies requested, based on comparison of costs in U.K. B-111,pp.2,5,6
Additional construction subsidies to B.C. shipyards, if necessary, to meet higher construction costs on West Coast. B-111,p.2
Subsidies to ocean-going fleet. B-111,p.7
Payment of subsidies to Canadian shipyards without restriction on coasting trade would not increase turnover in Canadian yards because foreign ships would be repaired elsewhere. T.1491
Canadian Shipbuilding and Ship Repairing Association is not asking for construction subsidies. T.1508
National Council of Shipyard Unions, in addition to restrictions, recommends subsidies to shipbuilding industry so that Canadian ships can ply international routes. T.1578-79
If the Government decided to pay a subsidy to ship owners and ship builders in order to keep freight rates at their present level, Nfld. business men would probably not object, but the taxpayer might. T.559

SUBSIDIES AND OTHER FORMS OF AID: (cont'd)
Canadian merchant marine receives subsidies for certain steamship operations. T.646
Nfld. recognizes need for Canadian merchant marine and Canadian shipbuilding industry, which could be assured by subsidy assistance. T.738
C.N.R. coastal operations in Nfld. are subsidized to extent of two million dollars per year. T.741
Nfld. would not object to payment of moderate subsidy to shipbuilding industry. T.743
Shipbuilding industry should be subsidized. T.821
Bounties paid by provincial government on vessels (from 20 to 150 tons) built in Nfld. T.961,1045-46
Nfld. ship construction subsidy rates have not been increased since. T.1047
Maritime Marine Workers' Federation (Halifax District) favours restriction of coasting trade to Canadian-built and registered ships and subsidies in exceptional cases like that of Nfld. where marginal industries operate. T.1204-05, 1211-12
Subsidies to shipbuilding industry would be only a temporary aid, but long-term policy requires restriction of coasting trade. T.1323
Subsidies and subventions on East Coast services. B-100,p.68
See also - Recommendations offered to Royal Commission.
To construction of C.P.R. B-36,p.5, T.51-53
C.C.L. advocates subsidies to Canadian shipping and shipbuilding industries. T.68-69, B-75,pp.5-6
CCCL advocates subsidies for coasting vessels in addition to exclusive coasting rights. 1DT.24
Subsidies to steamer "United States". B-36,p.8
Subsidies to Union Steamships Ltd. B-93,p.5
Subsidies to shipbuilders, advocated by CCCL. 1DT.4-5
Construction subsidies essential for security. 1DT.25
Operational subsidy essential in coasting trade even if Canadian ships have exclusive rights - otherwise water transport would cost more than rail or road transport. 1DT.26-27
Other countries subsidize shipbuilding and Canada should take appropriate counter-measures. T.175-178; 182-183
Use of subsidies, protection, and monopolies to stimulate Canadian railway and truck transportation. T.179-180

SUBSIDIES AND OTHER FORMS OF AID: (cont'd)

U.K. ships operate without subsidies. T.184
Subsidies would be necessary to prevent rising transportation costs if coasting trade reserved. T.195-196
Would Canadian coasting trade ever outgrow need for subsidies? T.201-203
Subsidy policy unpopular with governments. T.266
Opposed by CSL. T.267-268
Reservation of coasting trade to Canadian ships would involve extra costs to shippers but not to taxpayers. T.270-273
If shipbuilders were to get construction subsidy, they might not get any business unless shipowners were granted an operating subsidy enabling them to compete. T.277
Subsidies more difficult to apply than restriction of coasting trade. T.278
Canadian Government subsidized some 48 ships not transferred in 1949 to U.K. registry. T.298
Subsidies to shipyards advocated by Canadian Shipowners' Association. T.307
Canadian Industrial Traffic League willing to support shipping subsidies as defence measure. T.330
Restriction vs. subsidy. T.407-410
CCCL suggests government should have paid subsidies to shipowners immediately the war ended. 1DT,pp.5-6
CCCL submits that merchant marine, whether for coasting or ocean-going purposes, should receive subventions. 1DT,pp.21-25

SUBSIDIES:

Subsidies to shipbuilding industry described as dangerous. T.1671
United Steel Workers of America, Local 5055, Port Arthur, favours subsidization of shipping companies which build and repair their ships in Canadian yards. T.1713
Subsidies to shipbuilding industry should be paid only when defence nucleus is threatened.(Dr. Solomon) T.1823
Construction subsidies on ships not recommended by B.C. government beyond minimum defence requirements. T.1924-25
Federal government pays $325,000 subsidy to Union Steamships Ltd., B.C., on certain regularly scheduled passenger routes. T.2334-35

SUBSIDIES: (cont'd)

Union Steamships Ltd., B.C., recommends subsidy be paid on operations during winter months which involve a loss rather than on year-round operation. T.2341-43
Union Steamships Ltd., Vancouver, B.C., suggests that subsidies be adjusted at end of year. T.2343-44
Parallel drawn between financial aid to underdeveloped countries and need for protection or subsidization for underdeveloped industries in Canada. T.2421
Burrard Dry Dock Company Limited, Vancouver, B.C., opposes subsidies because of enforcement difficulties. T.2473
Summary of shipping and shipbuilding subsidies and other forms of marine aid provided by other countries. Ex.#31
(See also under "Australia").
Freight subsidy advocated as device for overcoming any disadvantage caused by reservation of coasting trade to Canadian vessels. T.2819
Freight subsidy to Maritime Provinces suggested. T.2819
General policy of subsidies would constitute a type of strait-jacket opposed by Quebec Chamber of Commerce. T.2819
Subsidies to shipbuilders likely to be temporary. (Prof. Turcotte) T.2839
Subsidies to shipbuilders, opposition, support. T.2855-57, 2878-79, 2893, 2911, 2961-63
Assistance to shipbuilding and shipping industry should come from general tax revenues. Ex.#162, B-126,pp.7-8, Ex.#164, B-129,pp.6-7, T.3679
Clarke Steamship Co. Ltd. recommends subsidy assistance (up to half of difference in cost between Canadian and U.K.-built ships) plus other inducements to Canadian operators to build ships in Canada. T.3484
List of Clarke Steamship Co. Ltd. subsidized services and subsidies paid appears in "Public Accounts". T.3583
Subsidies and restrictions have not prevented decline in U.S. shipping and shipbuilding industries. T.4666
Subsidies for ship construction would solve problem of shipyards. (Mr. McLagan) T.3931
Railway Act, Sec.468, covers "bridge subsidy", a subsidy to railways covering high maintenance costs over "bridge" from Sudbury to Fort William, in order to reduce freight rates to western Canada. T.4010-13, 5870

SUBSIDIES: (cont'd)
Canadian Vickers Ltd. does not favour subsidies to shipbuilders as solution because they are too easily altered by budget announcements, and difficult to administer. T.4249-51, 4257-61
Marine Industries Ltd. does not favour subsidies for shipbuilding: (1) difficult to administer, (2) neither popular nor permanent solution, (3) too easily altered by legislation. T.4330-32,4361-62
Industrial Committee of Simcoe County does not favour subsidy assistance as solution to Canadian coasting trade problem. T.4371-72
William Kennedy & Sons not in favour of direct subsidy for Canadian shipping and shipbuilding. T.4491-94
Canadian Shipping and Marine Engineering News regards direct subsidies to maintain shipyards as last resort. T.4611
Federal Dry Docks Subsidies Act. Ex.#236,p.12
Description of Netherlands Government assistance to shipping industry over past 20 years. Ex.#245

SUGAR:
Explanation of C.N.R. rates on sugar shipped from Maritimes to central Canada. T.4143-45

SUN STEAMSHIPS LIMITED, TORONTO: B-22
Contract with Saguenay Terminals Limited to move alumina in bulk from Eastern Canada to Kitimat,B.C. B-22,p.1
Opposes any restriction of Canadian intercoastal trade. B-22,p.1
Owns Canadian-built, U.K.-registered deep-sea ship (12,700 DWT), specially designed for carriage of alumina. B-22,p.1

SUPPLIERS:
List of representative suppliers of machinery and materials for the shipbuilding industry. B-82, pp.42-43

SWAINSON, NEIL A., VICTORIA:
Brief - August 30, 1955. Ex.#53, B-113, T.2105
Opposes restriction of coasting trade to Canadian-built vessels, 6 reasons. Ex.#53,pp.1-7

SWEDEN:
Maritime protective policy. B-101,pp.66-75

TARIFFS:
Farm machinery except motor vehicles and trucks exempt from duty. T.2583
C.N.R. suggests imposition of 40% duty on ships built in U.K. T.26
Nfld. manufacturers suggest that protection of shipping and shipbuilding industries through tariffs should be investigated. T.741
C.N.R. does not favour total exclusion of U.K. ships from coasting trade but suggests that duty on U.K.-built ships be a rough average of the range between Canadian and U.K. shipbuilding costs. T.4095-96, 4262
Canadian Vickers Ltd. prefers restriction of coasting trade to Canadian-built vessels rather than higher tariffs. T.4261-63
List of tariffs affecting aluminum products. Ex.#232, T.5253
No duty on turbine engines imported from U.S.A., but 15% duty on Canadian shipments to U.S.A. T.4876
See also - Customs Duties.

TECHNOLOGICAL PROGRESS:
Should not be opposed. T.90-91

TERMS OF REFERENCE OF ROYAL COMMISSION:
Interpreted by CCCL. 1DT.pp.1-3
Broadly interpreted by Trades and Labour Council to include ocean shipping. T.176-177
Order in Council setting up Royal Commission on Coasting Trade. Ex.#1, Ex.#12,pp.8-9

TERRA NOVA STEAMSHIP CO., LTD: B-68
Services Montreal-St.John's run, also Saint-John-Halifax- St. John's run. B-68,p.1
See also - Clarke Steamship Co. Ltd.

THREE RIVERS:
See - Trois Rivieres.

TROIS RIVIERES, CORPORATION OF THE CITY OF,
TROIS RIVIERES, P.Q.: B-110
Historical background of city and development of its economy and port. B-110,pp. 1-3

TROIS RIVIERES, CORPORATION OF THE CITY OF,: (cont'd)
Recommendations concerning improvement of port. B-110,pp.5-8

TROIS RIVIERES, PORT OF:
See - Ports.

TIME:
See - Time Lost
- Steaming Times

TIME, LOST:
Examples of shipping days lost by CSL vessels. T.5853
Delays experienced by CSL ships in waiting to unload grain at Montreal. T.3813, 5854
Time lost by CSL vessels waiting to enter Welland Canal and time required to navigate canal. Ex.#103-108; T.3817-19,5012
Time lost by ships travelling extra miles because of construction of Canso Causeway. (Mr.Irving) T.5290
Large upper lakers were built when owners expected to do well in grain trade, but grain sales later slackened and vessels have been laid up from time to time. T.5125
See also - Steaming Time.

TITANIUM:
See - Quebec Iron & Titanium Corporation.

TOLLS:
Should be charged according to size of ship. B-9,p.2
Ordinary tolls plus additional costs of expanded port facilities should be paid by users of seaway. B-92,p.8
Abolition of tolls, 1903. B-87,p.3
Tolls on seaway should not discriminate against Commonwealth ships. B-100,p.10
Seaway tolls will have an important bearing on ship operating costs. T.456
Differential tolls should be imposed in favour of Canadian ships. B-107,p.9
National Council of Shipyard Unions recommends differential charges in seaway against foreign vessels. T.1598
Will influence freight rates. T.1686

TOLLS: (cont'd)
Payment of tolls for seaway is justified. T.1842
Charges for facilities such as canals, locks, harbours, etc., should not be levied to cover cost of improvements made in past years. T.1894

Preferential tolls for Canadian coasting vessels advocated. T.2818
Realization of potential advantages of seaway depends on reasonable regulations and rates applicable to movement of goods in seaway system. T.3672
Foreign ships using seaway and canals should pay higher tolls, thus assisting Canadian shipping indirectly. Ex.#164, B-129,p.7
Tolls on seaway will partly offset anticipated cost reductions. T.3807
Amount and method of charging tolls will affect some aspects of inland water transportation system. T.3820
Recommends that seaway tolls be established according to tonnage of ship. (Capt. Desgagnes) B-9,p.2
Part III, Transport Act, governs tolls to be paid by water carriers. T.3985
Suggestion that charges might be made on following basis: (1) on actual cargo with separate rate for vessels in ballast, (2) or gross registered tonnage of vessel, (3) or net registered tonnage of vessel. (other bases are possible) T.5001

TOMBS LIMITED, GUY, MONTREAL: B-44
(Marine services)
Opposes any change in present Canadian coasting trade laws. T.3280

TONNAGE:
Deadweight tonnage compared with gross tonnage. T.5217

TORONTO BOARD OF TRADE: B-50
6,200 members represent all phases of commercial and industrial activity. T.4584
Interested in low cost water transportation and widest possible range of coastal services. T.4586, 4590
Important that principles of free competitive enterprise be maintained. T.4586, 4593

TORONTO BOARD OF TRADE: (cont'd)
Believes that if competition were restricted, an increase in transportation costs would be inevitable. T.4592

TORONTO HARBOUR COMMISSION: B-134
Brief submitted at Toronto hearings. B-134,Ex.#155, T.4578
Annual report of Commissioner of Finance, 1954, for municipality of Metropolitan Toronto. Ex.#156, T.4578
Value of building permits in Canadian Statistical Review, August 1955. Ex.#157, T.4578
Construction contract award totals in MacLean's Building Guide. Ex.#158, T.4579
Annual Report of Toronto Industrial Commission, 1954. Ex.#159, T.4579
Business Year Book. Ex.#160, T.4579
Only because of cheaper all-water rate from Toronto to Sweden, can the Coleman Lamp Co. sell products in Sweden. (Difference of $9.85 between all-water and rail/water rate via Montreal) T.4581-82
Anticipates increase in transshipments from Toronto to other Great Lakes ports on completion of seaway. T.4582
Ocean liners may stop at port of Toronto after seaway opened. T.4582
Advantages and disadvantages of unloading from side openings. T.4583
Relative cost of stevedoring per ton for various types of cargo. T.4583
44% of Canadian purchasing power concentrated in Ontario and 33 1/3% within 100 mile radius of Toronto. Ex.#155
Incoming shipments totalled 3,613,889 tons and outgoing 1,171,048 tons in 1954. Ex.#155
Recent harbour improvements will help to handle increase in freight on completion of seaway. Ex.#155

TRADE UNIONS:
Trades and Labour Congress of Canada (TLCC). (which see) B-34
Vancouver, New Westminster and District Metal Trades Council; Victoria and District Metal Trades Council; Shipyard General Workers Federation. B-36
Canadian Maritimes Transport Workers' Association. B-51
Canadian Congress of Labour,(CCL) B-75

TRADE UNIONS: (cont'd)
Canadian Catholic Confederation of Labour (CCCL) and National Metal Trades Federation. B-101
Characterized as a monopoly. B-67,p.1
Request for inclusion of labour representation in Canadian Maritime Commission. B-101,p.77
Request that shipbuilding and ship repairing industry be covered by Industrial Relations and Disputes Investigation Act, 1947. B-101,p.80
Maritime Marine Workers' Federation, Halifax, N.S. B-15
Maritime Marine Workers' Federation, Saint John, N.B. B-16
National Council of Shipyard Unions, Halifax. B-107
National Association of Marine Engineers of Canada,Inc. B-3
Three trade unions concerned with shipping. T.209-210
All trade union briefs agree in supporting coastal restrictions. T.221
Trade unions in Nfld. do not allow crews of small ships to load or unload their vessels in St.John's, thus increasing the cost of transportation. T.1004-05
Stevedores and Longshoremen's Unions may refuse to service vessels that pay less than Canadian scale of wages. T.1772-73
Excerpts from British Columbia Labour Relations Act. Ex.#57, pp.12-15
Loading and unloading expenses relatively high for P.E.I. services because trade union insists on minimum number of men in gang. T.1374-75
Memorandum of agreements between Longshoremen's Protective Union and Newfoundland Employers' Association Limited, May, 1954. Ex.#237, T.5976
See also - Labour
- Longshoremens' Union
- Stevedoring

TRADES AND LABOUR CONGRESS OF CANADA, (TLCC),
OTTAWA: B-34
Hearings. T.170-215
Recommends that a commensurate deep-sea fleet be acquired, built and manned in Canada, to help shipbuilding industry and national economic and trading position. T.173
Recommends against Australian protective measures. (See-Australia). T.185

TRADES AND LABOUR CONGRESS OF CANADA, (TLCC): (cont'd)
Advocates reservation of coasting trade not only for defence reasons. T.186-187
Urges reservation of trans-boundary trade to Canadian-U.S. shipping. T.187-190
Canadians referred to as "hewers of wood and drawers of water." T.189
Opposes Nfld. arguments. T.192-195
Subsidies necessary to prevent rising transportation costs if coasting trade reserved. T.195-196
Efficiency of Canadian shipyards. T.199-201
Would Canadian coasting trade ever outgrow need for subsidies? T.201-203
Three trade unions concerned with shipping. T.209-210
Advocates subsidy to operators of Canadian-built ocean-going shipping. T.210

TRADITIONS, NAVAL:
Can be created only if Canadian merchant marine sufficiently prosperous to offer a career for young Canadians. T.2815

TRAFFIC:
On Great Lakes. B-30,p.4; B-80,pp.18-22; B-111,p.3
Through St.Lawrence canals. B-80,p.3; Exhibit 5
Pulp and paper. B-71,p.5
"Goods in bulk". B-92,p.6
Regulation of "package freighters". B-92,p.7
Cargoes handled in inter-provincial trade of the Maritimes. B-100,p.5
Statistics concerning cargoes loaded and unloaded at Maritime ports, by provinces, ports and commodities. B-100,pp.40-56
Commodities loaded at Nfld. ports, 1953. B-56, Exhibit 11
Commodities unloaded at Nfld. ports, 1953. B-56, Exhibit 111
Grain from Fort William and Port Arthur, 1953,1954. B-112,p.1
Welland canal, 1928-53, B-80, Ex.#4
East and West traffic. B-89,p.12
Coal traffic on Great Lakes. B-80,pp.21-23
Intercoastal traffic, aluminum. B-22,p.1
Iron ore on Great Lakes. B-80,pp.21-22

TRAFFIC: (cont'd)
Peak seasons in grain, coal and iron ore traffic on Great Lakes and availability of ships. T.430-431
Grain storage capacity of Great Lakes carriers during winter months. T.432
Volume of traffic depends on rate charged. T.1774
Tow boat industry between July 1954 and July 1955 carried 6,450,000 tons of cargo, 18% of which went to U.S., plus 3 billion feet of logs. T.2440-41
60 m. tons of cargo moved on Great Lakes and St.Lawrence in 1953, 80% of which was grain and 50% wheat. T.2604-05
See also - Coasting Trade
- Great Lakes
- Shipping

TRAMP SHIPPING:
Variability of freight rates. T.359-361
See also - Freight Rates
- Shipping

TRANS-BOUNDARY TRADE:
Request that special treaty be concluded between U.S.A. and Canada. B-28,p.2; B-34,p.8; B-3,p.4
U.S.A.-Canada co-operation on Great Lakes. B-28,p.9
Great Lakes waters a domestic concern of the two countries. B-28,p.11
Canadian ships able to compete with those of U.S.A. in trans-boundary trade because American wages higher. T.491
Trans-boundary trade should be protected to assure Canadian ships of some participation in carriage of Labrador iron ore. T.497-498
Difficult to conclude a special treaty between Canada and U.S.A. if U.S.A. were to insist that only Canadian-built and registered ships could participate in trans-boundary trade. T.499-501
Limitation of trans-boundary trade to U.S. and Canadian ships would have detrimental effects on Bowater's Nfld. Pulp and Paper Mill Co. T.706
Jones Act prevents Canadian companies from transporting Canadian merchandise from ports of Taku and Haines, in Alaska, to another American port. T.2481-82

TRANS-BOUNDARY TRADE: (cont'd)
Straits Towing Limited, Vancouver, B.C. requests treaty with U.S.A. to allow Canadian goods in Canadian vessels to move through ports of Haines or Taku, Alaska. If no agreement reached, urges that American ships be barred from carrying commodities of Canadian origin. T.2482
Proposal submitted by Lake Carriers' Association for a treaty between U.S. and Canada. Ex.#8,pp. 1-43
U.S.A.-Canada Waterways Treaty, 1909. Ex.#12,pp.4-5
Dominion Marine Association argues that, in order to secure shipment of iron ore from Ungava region in Canadian ships, trans-boundary trade should be reserved to U.S. and Canadian ships. T.5680
See also - Coasting Trade
- Great Lakes

TRANSFER PORTS:
Trans-shipments of grain should be eliminated. (Mr. Y. Poisson) T.2822
See also - Grain
- Ports

TRANSPORT ACT:
Amendments proposed by Canadian Shipowners' Association. T.290
Difficulty of establishing "Necessity". T.290
C.N.R. advocates extension of regulations to U.K. vessels engaged in Canadian coasting trade. T.21-24
Applies to passenger and packaged freight trade on Great Lakes but not to bulk trade. T.1880, 4009, 4017
Extended to cover trade in Yukon River and Mackenzie River. T.2259, 3993
Section 17 concerning filing of tariffs and tolls, results in limited competition. T.2559
Saguenay Terminals Ltd. opposes conditions precedent to obtaining a license under Act to operate a water carrier service. T.3345-48, 3365-75, Ex.#193
Rate regulations affecting water carriers explained by Mr.Edsforth (C.P.R.) T.3979-3991
Water carriers are permitted to make agreed charges to same extent as railways under provisions of Part IV. T.3979 - 3985

TRANSPORT ACT: (cont'd)
Why C.P.R. considers railways are at disadvantage in competing against unregulated water carriers. (Mr.Edsforth) T.3987-3991 3998-4006
C.P.R. recommends extension of Act to cover bulk freight. T.3992, 4006
C.N.R. recommends extension of existing regulations to include vessels of 100 gross tons instead of 500 gross tons as exists now in the Act. T.3993, 4100-04 4170-73, 5638
C.N.R. recommends redefinition of bulk traffic in Transport Act. T.4104-06, .4173-76, 5638
Hamilton Chamber of Commerce recommends amendment of subsection 4(b) of Section 12 to extend licensing regulations from Island of Orleans to western point of Anticosti. T.4511-4515
Hamilton Chamber of Commerce considers Part II, Sec. 12, should be maintained with exception that sub-section 4(b) which reads "and the Gulf and River St.Lawrence east of the western point of the Island of Orleans, etc." should be changed to read "and the Gulf and River St.Lawrence east of Anticosti Island, etc." T.4511-22
In event of future development of lower St.Lawrence area U.K.-registered ships, under Act as it now reads, could handle package freight from area east of Island of Orleans into Great Lakes or vice versa. T.4516-17
Extension of Transport Act to Nfld. would be disastrous. T.5348-66
Maritimes Transportation Commission opposes restriction of coasting trade but, if restrictions adopted, proposes they should not extend beyond eastern boundary defined in Section 2 (1)(e) of Transport Act. T.5404-05
Maritimes Transportation Commission opposes proposal that all ships engaged in Canadian coasting trade be subject to Transport Act regulations. T.5410
Saguenay Terminals Ltd. opposes anomaly whereby eligible ship can move cargo from one point to another on either coast without license, unless engaged on intercoastal voyage. Ex.#171
Copy of application form to obtain a license to transport passengers and/or goods by water. Ex.#193

TRANSPORT ACT: (cont'd)
Cicular letter sent by Union Steamships Limited to all B.C. Members of Parliament and Senators - February 29, 1956, with regard to Bill No.107 introduced in Parliament on February 15, 1956, to amend the Transport Act. Ex.#242

TRANSPORT COMMISSIONERS, BOARD OF:
Equalization of railway rates and disappearance of water competition. B-112,p.3
Control of freight rates. B-47,p.1
Issues licenses in Great Lakes area. B-65,pp.1-2
Exemption of certain ships from jurisdiction of Board. B-92,pp.6-7
Recognition by Board of influence of water competition on Maritimes rail rates structure. B-100,p.8
Regulation of package freighters. B-92,p.7
Ordered Colonial Steamships Ltd. and McKellar to raise freight rates on canned goods to their former level in conformity with railway rates. T.625
See also - Transportation
Should supervise coastal waters. T.212-213
Board has ruled that adherence to "conference" rates in ocean shipping cannot be made a necessary condition for granting of through bills of lading. T.2665-66
Package freight in Great Lakes controlled by Board since 1938. T.2666
Rail package freight rates and water rates doubled since 1948 and customary differentials maintained. T.2667
Railways alleged to meet competition of water carriers by having water freight rates raised instead of permitting free competition. T.2667-68
Examples of anomalies in rate structure set by "Equalization Judgment" of Board. T.2668-69
By "Equalization Judgment" the Board of Transport Commissioners is alleged to favour protecting revenue of railways rather than interest of shippers using package freight carriers on Great Lakes-St.Lawrence system. T.2669

TRANSPORTATION:
Well-being of Canada depends on transportation. T.348
Case for maintenance of cheap transportation services. T.17-19

TRANSPORTATION: (cont'd)
"National Transportation Policy", a book by Charles L. and W.O. Dearing published by Brookings Institute, 1949. (See chapter on objectives of transport control). cited. T.5616

TRANSPORTATION, ROYAL COMMISSION OF 1951,(TURGEON COMMISSION):
Objective of Canada's national transportation policy. B-87,p.1
Agreed charges. B-87,p.4
Recommendation with respect to co-ordination of control over various transportation agencies in Canada exercised by Parliament. B-87,p.6
Interrelations between all means of transportation. B-90,pp.5-6
Importations into Nfld. B-56,pp.29-30
Saskatchewan Government suggested that deficit subsidy be paid by federal government to railways to provide satisfactory rail service despite inadequate operating revenue. Recommendation rejected by Commission. T.2569-70
Recommends that a single body such as Board of Transport Commissioners regulate all forms of transportation. T.2671
Recognized importance of inter-coastal shipping in regulating trans-continental freight rates. T.5421-25

TRAVERSE RIVIERE-DU-LOUP-ST.SIMEON, LTEE: B-68
(River ferry from Riviere-du-Loup to St.Simeon). B-68,p.2
See - Clarke Steamship Co. Ltd.

TRUCKING INDUSTRY:
Increasing competition with railways in Central Canada. B-87,p.2
In Maritimes. B-100,pp.8-9
Maritime Provinces at disadvantage as compared with Central Canada where extensive motor-truck transportation is available. T.1092
In competition with C.P.R. from Lakehead to Western Canada. T.3971-73

TWO-WAY TRAFFIC:
Available on St.Lawrence system for first time in 1955. T.396-397
Up-bound ore to Lake Erie ports carried on canallers only. T.397

TUGS AND BARGES:
See under - Ships
U.K. competition not feared with regard to building open scows and barges, but may develop with respect to tugs. T.1999-2000
Cheaper to move logs by tugs and barges than by cargo vessels. T.2036

TUGS AND BARGES: (cont'd)
Canadian shipbuilding costs prohibitive to tug operators. T.2125
B.C. tug industry employs 2,500 men, pays $9 m. annually in wages. T.2126
B.C. has 10,000 miles of shoreline which lends itself to tug and barge transportation. T.2143
Tug industry engaged in transportation of pulp, paper, chips, ores, building material, construction equipment, lumber (50% of total traffic). T.2143,2168
Second-hand barge or scow imported from U.S.A. costs 1/3 to ½ less, after conversion and payment of duty, than if built in B.C. T.2158-60
Difference in cost between second-hand tug imported from U.S.A. (after reconditioning) and one built in B.C. is less significant than in the case of barges. T.2160-61
B.C. tug industry faces little competition from truck or rail transportation. T.2161
Tug rates increased about 3 times, wage costs 5 times, and fuel costs 3 times between 1939-51, but since 1951 rates have remained stable. T.2162-63
Towboat industry: List of principal commodities carried. T.2441
See also - British Columbia Towboat Owners' Association.
Bowater's Nfld. Pulp and Paper Mills Ltd. presently constructing barges in U.K. to carry mechanical cranes for loading wood, similar to ships built for Bowaters by Marine Industries Ltd. T.4305-07
See also - Marine Industries Ltd.
Branch Lines Ltd. has 5 barges and 2 tugs which carry about 170,000 cords of wood a year over distances from 60 to 350 miles. T.4284
Barges carry about 1950 cords each. T.4291-92
Photo of tug pulling Branch Lines barge. Ex.#149, T.4294
LST barge about 345 ft. long, 56 ft. wide with a draught of 18½ ft. when loaded. T.4295
See also - Island Tug & Barge Ltd. & Young and Gore Tugboats Ltd.
Irving Pulp & Paper Ltd. operates 4 tugs under Canadian Registry. T.5264

TURCOTTE, PROF. MARC, QUEBEC:
Professor, - Faculty of Commerce, Laval University. Evidence T.2831-2839 2873-2882

U

UNEMPLOYMENT:
See also - Employment

UNEMPLOYMENT INSURANCE FUND:
Restriction of coasting trade will increase employment and decrease dependence on U.I.F. B-51,p.1

UNION STEAMSHIPS LIMITED, VANCOUVER: B-93, 115
Composition of fleet and services provided. B-93,p.1
Difficulties in operation and financial problems. B-93,pp.2-3
Competition from other independent shipowners and from airlines and railways. B-93,pp.5-7
Operates 13 steamers. T.2084, 2091
Curtailed some services which have not been replaced. T.2290
Supplementary brief. Ex.#57, B-115, T.2307
Opposes changes of Parts I,II, and III of Transport Act as recommended by C.P.R. to regulate water freight rates. Ex.#57, T.2308
Encounters growing competition from towboat companies. T.2308-09
Has no objection to licensing provisions of Transport Act as well as passenger fare regulations provided airlines also regulated. T.2309
Favours restriction of coasting trade to vessels registered in Canada, and owned by Canadian citizens. (If owner a corporation then 75% of shares must be owned by Canadian citizens and officials must be Canadians). T.2309
Opposes restriction of coasting trade to Canadian-built vessels which might tend to increase rates and divert business to other means of transportation. T.2310
Supports payment of construction differential subsidy to shipbuilders. T.2310
Recommends amendment of Industrial Relations and Disputes Investigation Act to expedite settlement of strikes. Ex.#57,pp.6-11, T.2311
Wholly-owned subsidiary of Union Steamship Company of British Columbia. T.2313
Acquired Frank Waterhouse of Canada Ltd. on January 1, 1955. T.2314
Cargo ships comprise half of company's fleet. T.2314
Fierce competition from tugs and scows. T.2317

UNION STEAMSHIPS LIMITED: (cont'd)
Operates jointly with Straits Towing Limited in transportation of ore from Taku Inlet in S.Alaska. T.2320
Ships not used to capacity all year round because of seasonal nature of industries. T.2330-32
Provides scheduled services in summer and winter alike under agreement with Canadian Maritime Commission. T.2331
Certain regularly scheduled passenger routes are subsidized to extent of $324,000 a year. T.2334-35
Recommends further assistance for construction of new vessels in Canada apart from present provision under Canadian Vessels Construction Assistance Act. T.2336-38
Spent $8 m. on converting and repairing ships since World War II. T.2337,2339
Recommends federal government subsidy be paid on necessary operations during winter months which involve a loss rather than on twelve month basis. T.2341-43
Suggests that subsidies paid should be adjusted at end of year. T.2343-44
Recommends special agreement between Canada and U.S.A. to establish a free port area and allow movement of ore from Alaska through U.S. waters. T.2346
Discontinued services into Manson's Landing after World War II after serving it for forty years. T.2352
Suggests it would be practicable to regulate rates of scheduled operators, but not of non-scheduled twoboat operators. T.2353
Regulation of rates of scheduled operators in B.C. would put them at disadvantage with towboat operators as they would be unable to make quotations on short notice. T.2354-55
Recommends that steamship companies be allowed to enter into agreements to fix rates. T.2368
List of ships showing tonnage, date and place of construction. Articles of Agreement with Canadian Maritime Commission. Statement showing daily operating costs of vessels in 1954. Statement showing total cargo and passengers transported in 1954. Comments relative to Brief No.93 submitted at Vancouver concerning subsidies, free ports, freight rates, and Canadian-owned vessels. Ex.#170

UNION STEAMSHIPS LIMITED: (cont'd)
Citizens of Alaska favour freedom of water transportation operations between points in Washington State, British Columbia, and Alaska. Ex.#231, T.5253
Letter, January 3, 1956, listing corrections in transcript of evidence supplied at Vancouver hearings. Ex.#231, T.5253
Changes position taken at Vancouver hearings, and opposes extension of licensing and rate regulation under Transport Act to B.C. coasting trade as impracticable. Ex.#242
If licensing is instituted in B.C. it should apply to all types of vessels engaged in water or air transport. Ex.#242
Circular letter sent to B.C. Members of Parliament and Senators - February 29, 1956, opposing Bill No. 107, introduced in Parliament on February 15, 1956 to amend Transport Act. Ex.#242
Essential that steamship companies retain freedom to make competitive quotations in face of increasing competition for large quantity shipments from towboat operators. Ex.#242,p.2
Claims that rate regulations, if instituted in B.C. coasting trade, could be defeated by railroads to detriment of independent water carriers.(Railroads control establishment of division of through rates on commodities moved by coasting trade but furthered or originated by rail.) Ex.#242,p.3

UNIONS:
See - Trade Unions
- Longshoremens' Union
- Labour

U.S.S.R.:
See - Soviet Union

UNITED KINGDOM:
Participation in Canada's coasting trade. B-82,p.14
Effect of restrictions on relations with Canada. B-12,p.2
Operations of Furness, Warren Lines. B-13,pp.1-2
Operations of Bowater Steamship Co.Ltd. B-14,p.1
Shipbuilding Conference of U.K. B-25
General Council of British Shipping. B-26

UNITED KINGDOM: (cont'd)
Ships delivered and under construction for Canadian shipowners. B-25,pp.2-3, Schedules I & II
State of shipbuilding industry. B-25,p.3
Importance of British shipping in Canadian economy. B-26,p.1; B-82,pp.9-10
Wages of shipyard workers and seamen. B-35,p.1
Devaluation of sterling in 1949 reduced by 30% the labour cost of all U.K. products. T.1189
Assistance to shipyards. B-36,p.7
Canadian-owned ships registered in U.K. B-38,p.1
Imports of pulp and paper from Nfld. B-56,p.36
From Canada. B-71,p.4
Proposed restriction of coasting trade to Canadian-built ships would have negligible effect on U.K. shipbuilding. B-79,pp.12-13 T.1970,4455-56
Restrictions on Great Lakes will not harm U.K. trade. B-80,p.15
How British merchant marine was established. B-82,pp.22-25
Earnings of U.K. ships and balance of payments. B-82,p.27
Merchant shipbuilding, 1939-53. B-82,p.38; in 1952, B-101,p.40
Trade with Maritimes. B-100,p.9
Maritime protective policy. B-101,pp.66-67,75; T.1168-69
Report of General Secretary of Boilermakers & Iron Shipbuilders, 1949, on activities in shipbuilding industry, and growing competition from U.S., Japanese and German shipyards. T.1575-77
Transport Act recently revised to free railways from much regulatory control. T.30-31
Maintains no coasting trade restrictions. T.95, 3788
U.K. shipyards could build lakers and bring them across the Atlantic. (Mr.Lowery) T.283-84
U.K. receives substantial orders for components for merchant ships built in Canada but these are becoming more increasingly available in Canada. T.284-86
U.K. dollar earnings from Canadian coasting trade not presently available from Canadian sources. T.287-88
44 U.K. vessels engaged in Canadian coasting trade. B-38,para. 10
U.K. vessels chartered for coasting trade, basis of charters. T.294-95

UNITED KINGDOM: (cont'd)

Difficult to find skilled sea-going personnel. Expansion of merchant marine, especially for foreign service, will involve higher costs. T.302

Importance of availability of lower cost U.K.built ships. T.309-11

Need of competition from U.K. registered ships in coastal and intercoastal trade, T.333

U.K. vessels have never engaged in bulk trade on Great Lakes, and Dominion Marine Association recommends that this trade be reserved for Canadian ships. T.347-48

U.K. yards could not deliver ships ordered in 1950-51 under 3 or 4 years. T.412

Lake ships built in U.K. could not work in ocean trade. T.413

Ship & Aircraft Transfer Restriction Act, 1939. T.425

Possible that German and Japanese-built ships could be imported more cheaply than U.K. vessels, even after payment of 25% ad valorem duty. T.1644-A

U.K. shipyards ready to construct dual-purpose ships - specially designed large bulk carriers for Canadian waters and suitable for year-round trading. T.1854

Present legislation has protected U.K. yards against competition from other countries for Canadian shipbuilding contracts. T.1970

Adverse trade balance with Canada was $260 m. in 1954. T.2200

Protection given in form of : long-term, low interest loans to assist ship construction; Admiralty bounties; accelerated depreciation; and loss may be averaged with profits over six-year period for income tax purposes. T.2395-97

Above statements corrected in Exhibit No.199.

Report of the Conference on the Operation of Dominion Legislation and Merchant Shipping Legislation, 1929. Ex.#10(a)

Summary of Proceedings of Imperial Conference, 1930. Ex.#10(b)(c)

British Commonwealth Merchant Shipping Agreement, 1931. Part IV, Ex.#12, 29

Navigation Acts, 1651-1849. Ex.#12,pp.15-16

Statement showing relationship between Canada's purchases from and sales to the U.K. Ex.#97 & 98, T.3804-05

Participation in Canadian coasting trade. T.2841

UNITED KINGDOM: (cont'd)

U.K. Ministry of Transport. T.2923-24

186 ships built by U.K. Shipping Conference for Canadian coasting trade between 1922 and 1955, and 6 ships under construction. T.3202

Iron Ore Transport Co.Ltd. ordered 2 ships built in U.K. in 1951 and delivery not expected until 1956 or 1957. T.3436

Clarke Steamship Co. Ltd. suggests coasting trade with Nfld. has felt greatest impact of competition from U.K. ships. T.3438

Clarke Steamship Co. Ltd. feels that, without restrictions, a Canadian company could operate by owning and chartering U.K. ships, but would be handicapped by: (1) administrative difficulties (distance from U.K.); (2) investment subject to U.K. control; (3) U.K. flag vessels under control of U.K. government; (4) high fluctuations in charter rates. T.3472-73

U.K. crews not as good as tried Canadian crews under rugged conditions on North Shore runs. T.3617-18

Montreal Trades and Labour Council believes that, on completion of seaway, non-Canadian competition will eliminate Canadian ships from Great Lakes. T.3650

43,000 Asiatic seamen (23% of total personnel) engaged on U.K. ships are used mainly in tropical shipping. T.3787

Disparity of approximately 5% between current building costs in U.K. and German shipyards. T.5018

U.K. shipping interests, keen to participate in Great Lakes coasting trade once seaway opened, are considering design of suitable ships. T.3795-96, 4635-36

Statement by Rt.Hon. C.D. Howe, to Congress of Federation of Chambers of Commerce of the British Empire, June 16, 1954, concerning Canadian attitude to U.K. restriction of Canadian exports to Britain. T.3801-02

Effect of Canadian protection on U.K. relations with Canada. T.3802-04

Type of U.K. composite ship likely to be built. (Mr.McLagan) T.3824-25

British Commonwealth Agreement permits U.K.-built ships under U.K. registry to trade on Canadian coasts duty free. T.3826, 4241

U.K. commercial airlines operating through Canada are not allowed to pick up and drop traffic between Canadian points. T.3828

UNITED KINGDOM: (cont'd)

U.K. owners anticipating engaging in bulk trading on Great Lakes may use present type of ship, or ship similar to Canadian laker, or a composite or dual purpose ship. (Mr. McLagan) T.3846-47

Orders for 2 ships in Britain cancelled because of long delivery delays, and ships later built by CSL at higher cost. T.3856

Canada anticipates keen competition from U.K. in bulk trade when seaway opened. T.3889-90, 3918-28

U.K. ships of comparable size to Canadian 17,000 ton ships have cost advantage of $1,000 per operating day (CSL). T.3793, 3798-99, 3891-3918, 3922

C.P.R. does not object to admission of U.K. shipping provided it is subject to licensing and regulating provisions. T.4047

C.N.R. position in respect to participation of British ships in Canadian coasting trade. T.4095-4100, 4158

36 U.K. ships entered Canadian coasting trade in 1954. T.4217

Canadian shipbuilding costs are 50% higher than U.K. costs. T.4262

LST barges could be built in England and brought across the Atlantic. T.4294

Few U.K. registered ships transport wood or oil in coasting trade in Eastern Canada. T.4296, 4298-99

U.K. registered ships transport coal from Sydney to Montreal. T.4296

U.K. has reached stage of building ships by mass-production. T.4343

U.K. firm received a contract to carry 300,000 tons of ore from Havre St.Pierre to Sorel for Quebec Iron and Titanium Corp. T.4352

Marine Industries Ltd. believes that even on completion of seaway, U.K. ships will continue to have only urgent repairs done in Canada. T.4360-61

In 1953, 2 U.K. vessels hauled salt from Port Arthur to Collingwood with a British crew while Collingwood sailors were unemployed. T.4450-51

When Canadian shipyards were idle in the 1920's the U.K. was building ships for St.Lawrence-Great Lakes trade. T.4454

UNITED KINGDOM (cont'd)

When seaway completed, Great Lakes ships may be built in U.K., leaving only repair work for Great Lakes shipyards, unless coastal trade is restricted. T.4455

Ships for Canadian coasting trade are being built in U.K. shipyards, while Great Lakes yards are practicaly idle. T.4498

Description of ships being built in Canada by U.K. T.4498-99

Canadian Shipping and Marine Engineering News does not doubt that U.K. ships could and should operate with lower rates but no guarantee that they will do so. T.4607-10

A coasting shipping service, with U.K.-registered ships, recently lowered its freight rates to meet those of Canadian competitor. T.4609, 4641

Canadian Shipping and Marine Engineering News suggests that U.K. and other non-Canadian briefs should not be considered in reaching a decision. T.4615-16, 4621

If status quo retained in coasting trade on completion of seaway, U.K. participation will increase with new markets more readily accessible. T.4628

Canadian Shipping and Marine Engineering News claims U.K. shipowners likely to seek increased trade in lakes when it becomes practical to do so. T.4632

Atlas Steels Ltd. claims cheaper rates and use of U.K. vessels would not benefit company more than restriction of coasting trade. T.4660

If coasting trade restricted, competition from British ships would disappear, costs of building and operating ships would be greater and freight rates would increase. T.4757-59

U.K. ships in coasting trade serve to limit rates charged by Canadian owners. T.4805

U.K. ships carry package freight (whisky and canned goods) from Windsor to Nfld. T.4847-A

Atlantic Shipbuilding Company, Wales, able to handle new orders and build ships speedily according to list of delivery dates quoted. Ex.#219, T.5068-69, 5077, 5218, 5226

At no time during past 56 years has U.K. enjoyed a favourable balance of trade. Ex.#165, T.5124

60% of premiums earned in connection with insurance on Canadian Great Lakes Fleet goes directly to U.K., and 25% to 30% of remainder goes there in re-insurance. T.5127

UNITED KINGDOM: (cont'd)

Difficult to secure U.K. crews to man Canadian ships now under U.K. registry. T.5175

Table showing decline in size of merchant marine of Great Britain and Northern Ireland relative to world shipping. Ex.#221, T.5162, 5176

U.K. shipping interests cannot expand sufficiently, on completion of seaway, to dominate Canadian Great Lakes coasting trade because of limited manpower. T.5161-63

Comparison of merchant fleet of Great Britain and Northern Ireland with total world's fleet. Ex.#230, T.5251-52

U.K. is securing and maintaining its share of world ship construction. T.5217

U.K. has produced over 1 million tons of shipping per year during past 10 years. T.5217

Statistics on U.K. participation in Canadian coasting trade. Ex.#116

Statistics on U.K. and foreign flag participation in U.K. coasting trade in 1954. Ex.#116, App. II

U.K. competition is fair competition and should not be excluded from Canadian coasting trade. (Mr. Irving) T.5298-99, 5396

"Baltic Exchange", air charter market, flies crews of seamen to various ports of the world. T.5688

Former President of Board of Trade, Rt. Hon. H. Wilson, alleged to have stated that the U.K. would be actively interested in exploiting possibilities opened by the seaway. T.5695

U.K. dollar earnings from international trade should increase after completion of seaway. T.5720

U.K. has had dollar deficit with Canada for last 65 years, but has been able to invest in Canada because of quadrilateral trade (U.K.-U.S.A.-Canada-Middle and Far East). T.5825-27

U.K. deficit with Canada is due at present to inability to sell goods (e.g. coal) to Canada. T.5827

Since 1949 there has been a decline in British registry because of growing shortage of manpower. T.5907

Construction costs for U.K. ocean vessels difficult to obtain because fixed cost contracts rare. Ex.#187, p.5

U.K. Shaw Savill Line ordered 3 freighters (8,900 tons) recently from Germany at $2,750,000 each, because of faster delivery and fixed contract bid (15% to 20% lower than most U.K. bids). Ex.#187, p.6

UNITED KINGDOM: (cont'd)

See also - Shipbuilding Conference of the United Kingdom.
- British Shipping, General Council of.

List of vessels built in U.K. since 1921 for Canadian and Nfld. owners and engaged in international trade. Ex.#185

U.K. offer, in view of seaway, to convert Branch Lines Ltd. canallers from steam to diesel during winter and to charter such vessels for subsequent off-seasons. Ex.#188

Cost of transporting U.K. crews to and from Canada is about £160 or £190 per man for round trip by sea or air respectively. Ex.#213

General Council of British Shipping doubts if U.K. owners will invest in large laker-type vessels for service in Great Lakes and St. Lawrence River on completion of seaway. Ex.#213

U.K. ocean-going ship of moderate size could not compete with large laker in Canadian coasting trade but could provide valuable adjunct to movement of iron ore and grain through seaway. Ex.#213

Letter from H.E. Gorick, General Council of British Shipping, commenting on construction and operational costs of U.K. and Canadian ships submitted by CSL in Ex.#200. Ex.#243

UNITED STATES:

Report of Presidential Advisory Committee on Transport Policy and Organization, April 18, 1955. (Recommends sound common carrier system for expanding economy and national security, and stresses greater reliance on competitive forces.) Ex.#2

Special report to membership of North Atlantic Ports Association, June 16, 1955, submitted by its committee on Domestic Shipping. (Not reproduced)

Maritime Subsidy Policy: a review of national requirements for merchant marine and shipbuilding industry prepared by the office of Under Secretary of Commerce for Transportation and Maritime Administration, April 1954. (pp.125 and appendices.) Reviews all major aspects of current maritime policies including restrictions on coasting trade. Not reproduced, but see - B-15,p.1; B-78, pp.2-3

Sale of second-hand ships. B-16, p.2

Special treaty with Canada advocated. B-28, p.2; B-34, p.4; B-3, p.4

UNITED STATES: (cont'd)
Senate Resolution, Jan. 7, 1954 Potter Resolution concerning exclusive Canadian-U.S. shipping on Great Lakes. B-28,pp.5-7,14,15
Subsidies. B-34,p.6; B-36, pp.7-8; B-82,pp.27-30; B-101, pp.32,34-35; B-101,pp.67-76; T.1169-71
Cargo Preference Act, 1954 and American Mutual Aid Act. B-34,p.6, App.p.12
Merchant Marine Act, Sec,27. B-36,p.5
Article 101 (declaration of U.S. shipping policy). B-101,pp.49-50
Purchases from Nfld. B-56,p.26, 35-36
Restrictions preventing Canadian citizens from owning or controlling vessels engaged in coasting trade of U.S. B-57,p.1
Merchant shipbuilding, 1940-53. B-82,p.39; 1952, 1953, B-101,p.40
Results of protective policy in coasting trade. B-100,pp.6-7
Tax treatment of U.S. and foreign ship-owners. B-101,pp.74,75
Official appraisal of subsidy policy. B-103,pp.12-13
President F.D. Roosevelt on reasons why U.S. should have merchant marine. B-107,p.11
CCCL suggests that U.S. shipyards more stable than Canadian in a post-war period. IDT. pp.15-18
Restrictions on U.S. coasting trade do not seem to have helped U.S. shipyards. IDT, p.18
Presidential Advisory Committee Report recommends uniform regulations for railways, highway carriers, and water transport. T.29-30
Importation by Canada of second-hand ships from U.S.A. IDT, 28-29
U.S. in order to maintain shipping industry, finds it must have both protection and subsidy assistance. T.203-205
Dominion Marine Association advocates treaty with U.S. to restrict trans-boundary trade. T.350
Decline in coasting shipping result of diversion to other forms of transportation, particularly motor transport. T.1849
Decline in U.S.A. coasting trade on Great Lakes. T.1850
Another reason for diminished coasting trade is high cost of handling in American ports. T.1851
U.S.A. does not permit foreign ships other than Canadian to pass through McArthur Locks. T.1853

UNITED STATES: (cont'd)
Transportation Act and Inter-State Commission Act regulate rail, water and motor carriers in domestic transportation. T.1892
6% differential paid by U.S. Maritime Commission to West Coast yards. T.1933
Coasting trade restricted since 1817. T.1956
Only American citizens permitted to own shipping companies. T.2132-33
Cost of discharging cargo less for vessels engaged in coasting trade than for those engaged in international trade. T.2328
Protection provided in form of construction differential subsidy, bounties for defence features, down payment of 25% and remainder financed by mortgages amortized over 25 years at 3½%. T.2397
Wages on U.S. West Coast 10% to 15% higher than in Eastern centres. T.2423
Extracts from magazine "The Log" June, 1955, concerning payment by U.S. of subsidies totalling $121 m. to U.S. Merchant Marine and return by way of taxes of $166 m. Ex.#58, T.2429-30
Jones Act prevents Canadian companies from transporting Canadian merchandise from ports of Taku and Haines in Alaska to another American port. T.2481-82
Savings in grain rates resulting from seaway estimated by U.S. Dept. of Agriculture at 5 to 7 cents per bushel. T.2590
U.S.A.-Canada Waterways Treaty, 1909. Ex.#12, pp.4-5
St.Lawrence Deep Waterway Treaty, 1932 (Preamble). Ex.#12,pp.5-6
Agreement between Canada and U.S.A. for Promotion of Safety on Great Lakes by Means of Radio, 1952. Ex.#12,pp.6-7
U.S. laws respecting navigation, safety and shipping. Ex.#12, pp.17-19
Merchant Marine Act, 1920, Sec.27, discriminates against Canadian vessels in B.C. Ex.#62,pp.2-4
Industrial Committee of Simcoe County suggests that policy which applies to U.S. trade on Great Lakes would be suitable for Canada. T.4387
When Canadian shipyards were idle in 1920's the Great Lakes fleet acquired second-hand, low-cost U.S. vessels. T.4454
50% of Canadian Great Lakes fleet consists of second-hand U.S. vessels. T.4454

UNITED STATES: (cont'd)

Practice of importing old American ships into Canada has practically ceased and Great Lakes yards have benefited considerably. T.4455

Freighters constructed under government shipbuilding program are subsidized up to 40% by U.S. Maritime Commission. T.3189

"Fifty-Fifty Act". T.3630

Quebec Federation of Labour recommends that U.S.A. and Canada confine water-borne Great Lakes trade between countries to Canadian and U.S. vessels on equitable basis. T.3631

Subsidies and restrictions have not prevented decline in the U.S. shipping and shipbuilding industries. T.4666

Has highest cost shipbuilding and shipping in the world due to combination of subsidy policy and high labour and production costs. T.4716

Proportion of coastal shipping on Pacific Coast in relation to long coastline is very small. T.4717

Description of U.S. shipbuilding and shipping situation after 100 years of restriction and assistance. Ex.#161, B-127,pp.11-15

U.S.-built ships cost 65% more than European-built ships.(other estimates go as high as 100%) Ex.#203, T.4974

Wages higher in U.S. shipyards than in Canadian yards, but repair work is done more quickly at less over-all cost. T.4893

Kent Lines Ltd. has found it cheaper on occasion to have repair work done in U.S.A. than in Canada because of shorter lay-up period. T.4894, 4915-17

U.S. coasting trade increased more than 60% under restriction between 1924-53 while Canadian coasting trade, without restriction, grew by less than 35% over same period. Ex.#217, T.5063-66, 5097-98

Coastwise trade in U.S.A. in 1929 was approximately 125 m tons and in 1952 - 184 m tons; whereas corresponding totals in Canada were 136 m tons and 154 m tons. T.5099, 5102

U.S. coasting trade is growing less rapidly than growth of gross national product. T.5101

Movement of grain from U.S. midwest to eastern seaboard costs more than similar Canadian grain shipments. T.5230

Report of Federal Co-ordinator of Transportation. T.5614

UNITED STATES: (cont'd)

Presidential Advisory Committee Report on transport policy. App.26, para.1,2,4 & 5, Ex.#2 T.5619-20

A.F. of L. and C.I.O. recommend that trans-boundary trade be reserved for U.S. and Canadian ships. T.5665

Restrictive U.S. coasting policy did not result in diminution of U.S. shipping on Great Lakes. T.5688

U.S. coasting trade has been reserved since 1817. T.5766

Volume of U.S. coasting trade between mainland and U.S.overseas territories. Ex.#233, T.5332

Statement showing bulk cargoes as percentage of U.S. coasting trade. Ex.#235, T.5845

UNITED STATES COASTAL STEAMSHIPS:

Special report to members of North Atlantic Ports Association, June 16, 1955. (not reproduced)

Survey of shipping lines engaged in intercoastal operations.

Atlantic coastwise operations.

Railroads have embarked upon accelerated competitive program and most steamship operators discouraged. Area where water carriers can operate below all-rail rate is shrinking every day; on many commodities steamship carriers have lost all hope - spread between water and rail rates has become so small that it is completely consumed by various subsidiary charges. Rails to enjoy even greater freedom to cut rates. Wheel on keel operations (truck and rail car on vessel combinations) produce substantial operating economies.

Increasing use of "containers" as "prestowage" device on piers, cuts down damage and pilferage claims.

Transfer handling to inland shippers consignees.

Pre-palletizing, increased use of sideports, mechanized handling.

Seatrains, car ferries, use of rail cars as containers, trailerships, towboat-barge and truck-trailer service, trailer ferries, proposed new services.

CONCLUSION:

Rate cutting and other competitive activities by railroads and trucking companies will become more severe in the future to detriment of water carriers.

Break-bulk steamship operation (package freight) cannot long survive.

UNITED STATES COASTAL STEAMSHIPS:
(cont'd)

A combination system must follow - eliminating break-bulk cargo handling in favour of water movement of loaded train cars or truck trailers. These three factors will reduce and minimize the role played by seaports. Seatrains, seatrailer, or container operations will appear in offshore trade routes. This offshore development will not include movement of rail cars but will include containers and trucks. Federal government will encourage this trend in so far as movement of trucks, trailers and containers are concerned with an eye to military advantage.

UNITED STEELWORKERS OF AMERICA,
LOCAL 5055, (C.C.L.)
PORT ARTHUR: B-114

Membership 206 (employed by Port Arthur Shipbuilding Company Ltd.) favours subsidy assistance to shipping and shipbuilding industries. T.1713, 1722-23
Recommends restriction of coasting trade to Canadian-owned and Canadian-built ships. T.1713
Union granted bargaining rights for Port Arthur yard but no agreement entered into because yard closed. T.1743-44

V

VANCOUVER, NEW WESTMINSTER AND DISTRICT METAL TRADES COUNCIL; VICTORIA AND DISTRICT METAL TRADES COUNCIL; SHIPYARD GENERAL WORKERS' FEDERATION,
VANCOUVER: B-36
Represents shipyard workers, boiler makers, sheet metal workers, electricians, pipefitters and plumbers. T.2411
Vessel Construction Assistance Act is only form of government assistance provided to Great Lakes operators. T.468
Brief endorsed by City of Victoria. T.1942-43
Recommend: (1) Restriction of coasting trade to vessels built, owned and registered in Canada; (2) Subsidization of construction of ocean-going vessels; (3) Shipbuilding orders received under such a subsidy scheme be subject to competitive bids with allowance for higher costs in B.C. yards; (4) Operating and shipbuilding subsidies be subject to provision that repairs be made in Canada; (5) Reviewing effect of government trade policies on volume of exports and imports shipped through B.C. ports. T.2393-94
Extracts from document on shipbuilding and ship repairing presented by B.C. Union to federal government in 1944. T.2402-07
Recommend restrictions applicable to new ships entering coasting trade after a fixed date. T.2425
No objection to subsidization of shipbuilding industry. T.2426
Shipbuilding Conference of United Kingdom corrects statements in Brief No.36 and denies that U.K. shipbuilding industry receives any direct government assistance. Ex.#199
Letter from Hon. Ian A. MacKenzie to Vancouver shipyard workers - June 4, 1945 with regard to post-war shipbuilding in Canada.
Ex.#3, Foreword, B-101, B-36

VICKERS LIMITED, CANADIAN:
See - Canadian Vickers Limited.

VICTORIA MACHINERY DEPOT LTD., VICTORIA:
Constructs modern minesweepers and destroyers. T.1964-65
600 workers considered minimum employment nucleus. T.2013

WAGES:
Shipyard workers. B-1,p.1; B-34, F.2,App.p.1
Seamen. B-1,p.1; B-34 p.3,App. pp.1-2
Foreign crews. B-9.p.1
British and Canadian seamen and shipyard workers. B-35,p.1; B-75,p.2
Low wage competition. B-36,p.3
Proportion of wages to gross and net value of production in shipbuilding and in other industries. B-75,pp.2-3
Alleged unfair competition on Atlantic Coast between organized and unorganized labour. B-75,pp.6-7
Minimum wages and working conditions, federal legislation advocated. B-75,p.7
Wages paid by CSL. B-80,p.5;App.Ex.#2
Examples of monthly wages paid in various countries. B-80,App.Ex.#3
Differential wages of U.K. and Canadian seamen. B-80,p.11 App. Ex.#8
Hourly rates of U.K., German, Netherlands and Canadian shipyard workers. B-82,p.11,46
Hourly rates in manufacturing industries of selected countries. B-82,p.43
Differential wages of U.K. and Canadian shipyard workers. B-82,p.44; T.1707-08
Total earnings of seamen in coastal shipping. B-89,p.5
Total earnings of shipyard workers, 1953. B-89,p.17
Total earnings of shipyard workers in Quebec, 1953-54. B-89,p.17
Wages of seamen and longshoremen in B.C. B-93,p.4
Weekly and hourly earnings of shipyard and other industrial workers in Canada and U.S.A., February, 1955. B-101,pp.23-24
Wages of shipyard workers described as inadequate to support a modest standard of living. B-101,p.24
Annual average weekly wages and salaries in shipbuilding industry by regions, 1939-54. B-101,pp.25-26
Wages of B.C. shipyard workers compared with wages in other parts of Canada. B-111,p.4
How long would English crews engaged in Great Lakes trade be satisfied with English wage scale? T.418-20
Availability of seamen depends on business conditions ashore.Shortage of seamen in U.K. T.422

WAGES: (cont'd)
In 1954 Great Lakes shipowners (82% of the total) paid $13,034,676 in wages and $2,716,547 in salaries. T.463-64
According to CCCL wages were not responsible for decreased activities in Quebec shipyards. IDT,p.10
Wages paid on U.K. ships are little more than one-third of Canadian rates. T.11
Shipbuilding wages in B.C. higher than elsewhere in Canada. IDT 34-36
Wage regulation for British ships engaged in coasting trade, a possible alternative for restriction to Canadian ships. IDT 41-42
Wage rates in shipyards must compete with those of comparable manufacturing industries, nearly three times wages paid in U.K. T.234-35
CCCL claims that comparison of wages should be made with U.S.A. and not with European countries, where standard of living is lower. IDT,p.32
CCCL repudiates argument that B.C. shipyard workers have priced themselves out of the market. IDT,pp.34-36
CCL recommends that independent operators should pay wages equal to wages paid by C.N.R. Marine Services. (Recommendation opposed by Committee on Nfld. Coastal Shipping). T.997-99 Ex.#30, 5965
Wages paid by C.N.R. to crews engaged in Nfld. coastal trade vary according to tonnages and tariffs of vessels. T.999-1000
Enactment of federal minimum wage would drive Nfld. coasters out of business unless freight rates were increased. T.1006
Cannot compare wage scale of vessel employing 6 people with that of largervessels employing 30 to 40 people. T.1066
Wage differential between Canadian and U.K. shipyard workers appears narrower if national health insurance, low subsidized rentals, and social services available to U.K. workers are taken into account. T.1174-75; 1225, 1227, 1532, 1539-40
Saint John Dry Dock Company Ltd. pays $1.62 an hour to shipyard workers for 40 hour week as compared with $1.47 and 45 hour week in Quebec. T.1510-11

WAGES: (cont'd)

Irving Oil Company, paid Canadian scale of wages while its ship operated on Great Lakes and St.Lawrence, but reduced wages to U.K. level when ship operated in Maritime waters. T.1557-58

Wages paid to workers in B.C. shipyards higher than in eastern yards, but western shipyards in competition with the east have often had lower tenders which indicates that wages are not necessarily main factor in differential costs. T.1573-74

Wages in Canadian shipyards have increased more than wages in U.K. yards since World War II. T.1709

Wages of shipyard workers are comparable with wages of other skilled workers. T.1709

Wage reduction no cure for Canadian shipbuilding difficulties. T.1709

Equalization of wages in coasting trade would be difficult to administer. T.1824-25, 3585

Equalization of wages is a form of protection. T.1826

Comparing wages in shipbuilding and other industries is meaningless unless reference made to industrial efficiency. T.1933

Wages higher in B.C. shipyards than eastern yards because of isolation. T.2422

Wages on U.S. West Coast are 10% to 15% higher than in eastern centres. T.2423

Wage rate in pipe-fitting trade in B.C. is $1.97½ to $2.02½ as compared to $1.58 in Vickers yard. T.2427-28

Range of wages in various Canadian shipyards, 1955. Ex.#49

Wage rates in construction and basic industries in B.C. - 1955. Ex.#50

Effect of difference in rates of pay to foreign and Canadian sailors. T.2852

Difference of $65,000 in wages paid aboard Canadian "S.S.Novaport" and U.K. "S.S. Sheldrake" in 1954. Ex.#85, T.3496, 3500

Inquiry made of Quebec Federation of Labour as to wages paid over last 5 years on Canadian and U.K.-registered ships engaged in Canadian coasting trade, including overtime rates and bonuses paid to U.K. crews working in Canadian waters. T.3643-45

Dominion Steel and Coal Corporation, Sydney, N.S.. pays bonuses to crews on 13 U.K.-registered ships operating in Canadian coasting trade. T.3645

WAGES: (cont'd)

Strikes amongst U.K. crews on 3 ships in Lower St.Lawrence in 1954 resulted in shipowners paying £6 per month bonus during time ship engaged in coasting trade. Ex.#173, T.3770-72

U.K. crews in Canadian coasting trade resent low wages and inability to purchase bonded stores. T.3772

Canadian Unions stir up dissatisfaction amongst U.K. crews. T.3773

Crew of 31 carried on Canadian laker-type vessel while 36 carried on similar size U.K. ship. T.4993

U.K. ship of 8,900 tons would have crew of 42. Ex.#187, T.5021-22

Average labour rate in Canadian shipyard is $1.50 per hour, and 60.5 cents in U.K. shipyard. T.5042

Table showing rise in British weekly wage rates 1947-1955. Ex.#165, T.5128

Bonus to U.K. crews operating in Canadian coastal waters is about $18 per month. T.5131-32

Wages paid on "Irvingbrook" (750 tons) to German crew total $8,700. T.5321

Wages paid to shipyard employees on average are about 35% of cost of ship. T.3871

Competition from aircraft industry keeps labour costs high in shipbuilding industry. T.4238-39

Wages in Midland shipyards are higher than in Lauzon or Sorel. T.4393

Industrial Committee of Simcoe County suggests that labour engaged in upper lakes shipyards might be ready to accept a wage rate in line with rates in Quebec yards. T.4393-95

Distribution of salaries and wages in Midland Shipyards between 1951-54. Ex.#151, T.4458

Distribution of salaries and wages in Collingwood Shipyards between 1950-54. Ex.#152, T.4458

Table showing wage rates on U.K. ships in Canadian coasting trade. App.I, Ex.#116

Memorandum of Agreement between Longshoremen's Protective Union and Newfoundland Employers' Association, Ltd. - 1954. Ex.#237

Schedule of longshoremen wage rates in Nfld. effective May 1, 1955. Ex.#237

New agreement between employers and Longshoremen's Protective Union, June 1956. Ex.#257

WAGES: (cont'd)
Average weekly earnings of Canadian shipyard workers in 1953 were 162% higher than in U.K. T.5727
35¢ to 40¢ per hour difference between wages of shipyard workers in Western and Eastern Canada. T.5735
Trade Unions in shipping industry are claiming higher wages for 1956. T.5847
Equalization of wages of U.K. crews might result in Canadian seamen demanding higher wages to maintain existing differential. T.5876
See also - Costs
- Employment
- Labour

WAR:
U.K. ships engaged in Canadian coasting trade might not be available to Canada in an emergency. T.74-75
Plans for shipbuilding industry should be made in advance. IDT-14
Withdrawal of coasting vessels to their own countries would disorganize Canadian coastal transport. IDT-30-31
Has war become so unlikely (as result of new inventions) that emphasis should be put on non-war considerations in deciding problems before the Commission? T.280
Defence aspects are stressed throughout brief of Canadian Shipbuilding & Ship Repairing Association and oral presentation. B-82, T.216-288
See - NATO
- Defence
In case of war Canadians must have fleet of merchant ships that can be controlled by government for transportation of vital supplies. T.4456
Because of inter-war decline in Canadian shipbuilding, government had to spend almost $40 m to revitalize shipyards for defence purposes. T.4453

WATER TRANSPORTATION:
A growing enterprise in Canada - How does this fit in with complaints of depression in shipbuilding industry? T.171-172
Cheap water transportation should raise standard of living and create employment. T.181-182

WATTS LIMITED, A.E.
VILLE ST. LAURENT, P.Q.: B-39
(Manufacturers of marine components.)
Manufactures specialized marine-type heating equipment. T.3231
80% of plant engaged on marine business up to 1953, 20% in 1955, and if shipbuilding continues to decline marine business will be dropped. T.3236
Wholly-owned Canadian company. T.3241
Business in 1953 totalled $¾ m. T.3241

WATERHOUSE STEAMSHIP COMPANY, B.C.:
Operated for 25 years on western coast of Vancouver Island. T.2084, 2087-88
Company has been purchased by Union Steamship Company. T.2089

WELLAND CANAL:
See - Canals.

WEST-BOUND CARGOES:
Inadequate supply for eastbound ships employed in direct export of grains. T.417
See - Shipping.

WEST POINT FERRIES LIMITED,
O'LEARY, P.E.I.: B-29
Proposes operating ferry service between West Point, P.E.I. and Buctouche, N.B. T.1423
Service between P.E.I. and mainland is responsibility of federal government under terms of Confederation. T.1418
Company formed in 1949. T.1422
Ferry service described as necessary to facilitate transportation of agricultural products from western part of P.E.I., to supply imports, and to increase tourist industry. T.1423-24
Such service would increase work in the shipyards. T.1417, 1424
Establishment of this ferry service would not affect present agreed charges set-up. T.1425
Potatoes could not be shipped by such a ferry under present agreed charges. T.1429
Establishment of this ferry service recommended for mention in Royal Commission's report. T.1428
Service should be operated by federal government. T.1428
No estimate of necessary docking facilities or operational costs. T.1428-29

WESTMINSTER, STATUTE OF (1931):
T.5886

WHEELER LIMITED, FOSTER,
ST.CATHARINES, ONT.: B-7
See - Foster Wheeler Limited.

WHITE PASS AND YUKON CORPORATION LIMITED:
Owns British Yukon Ocean Services Limited. T.2247
Majority of shareholders in U.K. T.2247
See also - Alaska
- British Yukon Ocean Services Limited.

WINDSOR CHAMBER OF COMMERCE:
B-47
Recommends change in existing coasting trade regulations. T.4847
Favours free competition if Windsor to benefit from its location on seaway. T.4847
U.K. ships carry some package freight (whisky and canned goods) from Windsor to Nfld. T.4847-A
Membership Directory - 1954 (950 members). Ex.#189
Commonwealth-registered ships operate no regular service to Windsor, but Newfoundland-Great Lakes Steamship Co. occasionally picks up cargo at Windsor.
Ex.#189, T.4847A-48
Mainly interested in improvement of package freight service. T.4848
Most Windsor industries using water transport have their own loading and unloading facilities. T.4848
Windsor's economic development depends on improved facilities for handling and storage of package freight. T.4849
Civic Harbour Committee has been formed, now recommends formation of a Harbour Commission. T.4849
Functions of present Civic Harbour Committee, - to study and recommend to City Council how Windsor can realize full benefits from seaway and harbour development. T.4849-50
Administration of Windsor waterfront. T.4850
Windsor concerns ship in and out by water, large quantities of canned goods, whisky, automotive parts, steel and wheat. T.4852-53

WINDSOR CHAMBER OF COMMERCE: (cont'd)
Windsor primarily automotive but is diversifying rapidly, in 1941 it was 26% non-automotive, now it is 44% non-automotive. T.4853

WINNIPEG CHAMBER OF COMMERCE:
B-96,123
Principles on which submission based B-96,p.1
Recognizes need for low cost transportation but also emphasizes need for continuity of adequate service which can be insured by Great Lakes fleet. T.2657-58
Opposes different policy for different regions. T.2661
Recommends maximum water rates should not bear a fixed relationship to costs of railway or highway transport operators. T.2663
Suggests that railways meet competition of water carriers by getting water freight rates raised instead of permitting free competition. T.2667-68
"Equalization Judgment" of Board of Transport Commissioners shows greater interest in protecting railways than protecting shippers of package freight. T.2669
Recommends regulation by Canadian Maritime Commission of package freight rates in all coasting trade. T.2669
Additional submission. B-123, Ex.#68, T.2673
Opposes subsidies to shipbuilding industry. T.2676
Acknowledges Great Lakes operators provide efficient service and low rates. T.2680
Suggests rail rates should be calculated on basis of rail carrier requirements and water rates on water carrier requirements. T.2688
Recognizes need for national transportation policy but not in favour of administrative unification of all transport agencies. T.2672, 2691-92
Suggests rates be based on value-of-service and not on cost-of-service principle. T.2697-98
Suggests minimum regulation of rates. T.2695
Not opposed to setting up of single regulatory body representative of all forms of transport. T.2710

WISMER, MR. L.E.:
Director of Research, Trades and Labour Congress.
Evidence. T.170-215

WITNESSES, COUNSEL, AND OTHER GENTLEMEN APPEARING:

Charlottetown:

Campbell, E.W. T.1379
Campbell, J.O.C. T.1414
Cullen, Premier E. T.1356
Matheson, Hon.E. T.1350
Matheson, R.H. T.1392
McCaull, P.M. T.1422
Simard, A. T.1410

Halifax:

Anthony, Rev.W.R. T.1229
Bell, J.K. T.1160, 1296
Chappell, M.R. T.1096
Daley, L.F. T.1244
Ferguson, A.A. T.1276
Gerity, F.O. T.1227, 1268
Himmelman, Capt.E.H. T.1338
Kinley, Sen.J.J. T.1323
Kinley, J.J., Jr. T.1299
McKay, A.M. T.1094
McLanders, T.S. T.1098
Matheson, R.H. T.1131
Parkes, A.T. T.1097
Ritcey, W.R. T.1342
Smith, H.D. T.1088
Zwicker, F.H. T.1329

Hamilton:

Armstrong, G. T.4516
Bruce, D.I.W. T.4538
Campanaro, G.A. T.4538
Gerity, F.O. T.4534, 4571
Saunders, J.G. T.4503
Simard, A. T.4534, 4567

Midland:

Alport, F. T.4435
Braniff, Mayor, G. T.4445
Cranston, W.H. T.4368, 4479
Holbrook, D. T.4414
Kennedy, A.A. T.4482
McCansh, J. T.4406
Parker, Mayor, C.N. T.4365
Simard, A. T.4494
Walton, H.W. T.4387, 4452
4498

Montreal:

Baatz, W. T.3330
Barrett, O.H. T.4193
Berthiaume, A. T.3075
Boyle, J.P. T.3736
Brisset, J. T.3735, 3786
Bustard, E. T.3696
Clarke, B. T.3437
Clarke, D.A. T.3439
Clarke, S.D. T.3472
Cote, L. T.3941, 4084
Cowan, L. T.3215
Crate, H. T.3710
DesLauriers, Capt.J.J. T.3645,
3655
Dixon, S.G. T.3201
Edsforth, C.D. T.3952, 4048
Foreman, R.E. T.3242
Fowler, R.M. T.3664
Gerard, R. T.3648
Gerity, F.O. T.3101, 3134
3174, 3209, 3690, 3947
Graham, R.B. T.3282

WITNESSES, COUNSEL, AND OTHER GENTLEMEN APPEARING: (cont'd)

Montreal: (cont'd)

Hansard, H. T.4008
Hawken, C. T.4318
Howard, Maj.Gen.G.B. T.3104
Hutcheson, J. T.3449, 3555
Hunt, D.C, T.3573, 3592, 4081, 4186
Jackson, G.E. T.3138, 3789
Lowery, R. T.3835
McClure, J. T.3279
McCoy, C.L. T.4107
McDonald, J.A. T.4087, 4150
McGough, J. T.3641, 3656
McLagan, T.R. T.3790
Mearns, C.T. T.3749
Missler, J. T.3222
Mooney, G. T.3084
Munro, D.B. T.3395
O'Donnell, H. T.3425, 3432
Paul-Hus, F. T.4334
Peck, J.A.S. T.4206
Plouffe, J.H. T.3115, 3156
Provost, R. T.3622
Rowan, F. T.3947
Savage, C.G. T.3145
Scriver, B.M. T.3191
Simard, A. T.3113, 3177, 3265
3319, 3384, 3420
3646, 3688, 3775, 4278, 4311
Sorenson, P.F. T.3187
Stone, F.V. T.4023, 4078
Tellier, H. T.4280
Thoman, R.K. T.4218
Van Wyck, N.W. T.3885
Wray, H.W. T.3231
Wright, J.A. T.3365, 3952
Wyer, G.R. T.3267

Ottawa I

Barrett, O.H. T.270
Baxter, Capt. H.R. T.425
Cote, L. T.7
Crate, H. T.462
Dixon, S.G. T.94
Edsforth, C.D. T.28
Fisher, W.J. T.289
Gerity, F.O. T.44, 93, 323
335, 341
Jackson, G.E. T.216
Jodoin, C. T.170
Lewis, Hon.P.J. T.96
Lowery, R. T.272
MacDonald, D. T.65
McDougall, Prof.J.L. T.358
McEwen, I. T.469
McLagan, T.R. T.230
Mann, H.A. T.326
Misener, Capt.R.S. T.387
Parent, R. T.108, IDTI
Payne, T.S. T.105
Simard, E. T.268
Wismer, L.E. T.170
Wright, J.A, T.27, 208

Ottawa II

Hope, E.C. T.5036
Lowery, R. T.4976
McLagan, T.R. T.4968
Paul-Hus, F. T.5052
Peck, J.A.S. T.5039

WITNESSES, COUNSEL, AND OTHER GENTLEMEN APPEARING: (cont'd)

Ottawa III

Axelson, E.	T.5693
Barrett, O.H.	T.5079
Blair, G.	T.5412
Brisset, J.	T.5701
Clarke, B.F.	T.5503
Cote, L.	T.5636
Fisher, W.J.	T.5155, 5251, 5900
Gerity, F.O.	T.5168, 5249, 5320, 5115, 5660
Greene, J.J.	T.5941
Halley, J.	T.5185, 5390
Hope, E.C.	T.5103, 5129, 5181, 5245, 5430, 5497
Hunt, D.C.	T.5334
Irving, K.C.	T.5255
Jackson, G.E.	T.5060, 5175, 5331, 5711
Lewis, Hon. P.J.	T.5335
Lowery, R.	T.5189, 5738
McLagan, T.R.	T.5731, 5845
Rees, E.P.	T.5186
Rowntree, H.L.	T.5930
Shepard, C.D.	T.5563
Simard, A.	T.5885
Smith, H.D.	T.5397
Teed, J.F.H.	T.5254, 5374
Wright, J.A.	T.5610

Port Arthur:

Brayshaw, W.	T.1607
Charnock, E.W.	T,1611,1682, 1743
Hill, J.C.	T.1705
McDougall, G.F.	T.1639, 1692
Robinson, Mayor, F.	T.1749

Quebec City:

Black, R.	T.2943
Delagrave, A.	T.2897
Gendron, Cap't. J.	T.3015
Hamel, Mayor, W.M.	T.2803
Letourneau, R.	T.2883
Lowery, R.	T.2917
Paquet, M.	T.2903
Poisson, Y.	T.2811, 2840
Pratte, L.	T.2811
Proteau, A.	T.2808
Turcotte, Prof. M.	T.2831, 2873
Verge, A.	T.2974

Regina:

Douglas, Hon. J.T.	T.2503
Cronkite, Dean, F.L.	T.2507, 2613
Ferguson, W.J.	T.2587
Milliken, R.H.	T.2602
Stevens, A.	T.2602
Sufrin, B.	T.2507
Wright, J.A.	T.2554

Saint John, N.B.:

Bell, J.K.	T.1462,1497,1522,1553
Foster, J.M.	T.1513
Gerity, F.O.	T.1458, 1492
Matheson, R.H.	T.1443
McGrath, W.	T.1519
McKay, C.	T.1432
Mellis, E.	T.1516
Simard, A.	T.1494, 1521
Teed, J.F.H.	T.1497
Vincent, L.	T.1524
Wilson, F.G.	T.1464

WITNESSES, COUNSEL, AND OTHER GENTLEMEN APPEARING: (cont'd)

St.John's, Nfld.:

Ballock, A.E.	T.697
Cheeseman, R.	T.569
Crosbie, A.H.T.	T.802
Crosbie, C.A.	T.813
Eaton, G.C.	T.791
Gerity, F.O.	T.559,581,593,646, 849,854,952,955
Grieve, J.	T.1022
Greene, J.	T.563,956
Halley, J.	T.562,856
Harvey, R.A.	T.1043
Hayes, A.	T.1064
Hickman, T.A.	T.843,899,1017,1037
Horwood, C.	T.853
Hunt, D.C.	T.511,900,1035
Johnson, A.	T.719
Lake, S.G.	T.799
Laws, F.A.J.	T.757
Leja, E.	T.671
Matheson, R.H.	T.582
Miller, E.	T.517
Rees, E.P.	T.857
Rowntree, H.L.	T.639,689,901
Simard, A.	T.661,746,809
Smallwood, Premier, J.	T.503
Smith, W.S.	T.783
Steinhauer, J.B.	T.829
Tregenza, C.H.	T.907
Young, R.	T.974

Toronto:

Allinson, C.L.C.	T.4822
Armstrong, E.L.	T.4841
Axelson, E.R.	T.4597
Bailey, C.L.	T.4652
Baldwin, P.J.	T.4855
Elder, M.A.	T.4846
Frawley, J.J.	T.4748
Gerity, F.O.	T.4593, 4662, 4780, 4911, 4921
Griffith, E.B.	T.4577
Handley, J.	T.4804
Hope, E.C.	T.4664
Jackson, G.E.	T.4725, 4915, 4925
McMillan, J.	T.4795
Noseworthy, J.C.	T.4584
Phillip, W.S.	T.4857
Teed, J.F.H.	T.4881

Trois Rivieres:

Bisson, C.	T.3049
Jentz, C.D.	T.3063
Julien, Mayor, A.	T.3055
Malone, D.	T.3069
Ouellet, M.	T.3027
Paradis, Mayor L.	T.3026

Vancouver:

Anderson, E.A.	T.2293
Andrews, L.R.	T.2178
Bruce, J.W.	T.2393
Chambers, G.	T.2481
Ellis, J.F.	T.2307
Fisher, W.J.	T.2263
McKie, H.B.	T.2370, 2429
Merritt, C.C.	T.2171, 2230, 2288, 2358
New, O.H.	T.2122, 2431
Rogers, C.J.	T.2240

WITNESSES, COUNSEL, AND OTHER GENTLEMEN APPEARING: (cont'd)

Vancouver: (cont'd)

Rushton, G.A. T.2352
Shaw, R. T.2200
Sheasgreen, J.C. T.2268
Thicke, C.S. T.2446
Whitson, T.H. T.2274
Wright, J.A. T.2164, 2195 2227,2258,2286,2349, 2392
Zlotnik, S.P. T.2489

Victoria:

Bonner, Hon.R. T.1917
Gerity, F.O. T.1928, 1943, 2056, 2112
Husband, H. T.1959
Nicholson, G. T.2081
Patton, A.J. T.1941
Prentice, O. T.2022
Swainson, N. T.2100
Wallace, H.A. T.1944
Wright, J.A. T.1935, 2020,2075

Winnipeg I

Campbell, Premier, D.L. T.1754
Gerity, F.O. T.1850, 1909
Jackson, G.E. T.1909
Mayer, H. T.1764
McDougall, Prof.J.L. T.1909
Sharpe, Mayor, G.E. T.1757
Shephard, C.D. T.1761
Solomon, E. T.1792
Wright, J.A. T.1877

Winnipeg II

Evans, P. T.2741
McCormick, E. T.2657
Moffat, R.E. T.2766
Norquay, J.J. T.2754
Schulz, J. T.2715
Wright, J.A. T.2762

X, Y, Z

YARROWS LTD.,
VICTORIA: B-82
Little work in shipyards in late 1920's and early 1930's and also in 1950. T.1944-45
Only emergency repair work done in B.C. yards. T.1945-46
Presently engaged in building steel barges, in diversified industrial activities, and in naval work. T.1946
600 workers considered as minimum employment nucleus. T.2013
Supports brief (B-82) submitted by Canadian Shipbuilding and Ship Repairing Association. T.1946

ZWICKER & COMPANY LTD.,
LUNENBURG, N.S.: B-67
(Operators of small wooden fishing schooners).
Sells practically all its fish outside of Canada. T.1332
Favours freedom to purchase ships from abroad for coasting trade. T.1333
Opposes restriction of coasting trade to Canadian ships on grounds that trade unions would be in a monopolistic position. T.1336
Fishing skippers should be allowed to serve in coasting trade. T.1338
There are some difficulties, under Canadian Steamship Inspection regulations, in operating fishing vessels during part of the year as coasting vessels. T.1329

Canada. Coasting Trade, Royal Commission on
«Hearings»
Index